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# THE MOTOR CYCLE

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27 November 1958

Editor

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Assistant Editor

GEORGE WILSON

## IN THIS ISSUE

Occasional Comments	708
Round the Show with Titch Allen	710
Speedmen Honoured	714
Question and Answer	715
Technical Trends Reviewed by Vic Willeughby	716
Letters to the Editor	721
Profile—Roné Basten by Jeff Smith	724
The Scooters at Earls Court	726
Show Accessories	728
Competition Commentary	731
On the Four Winds	732
General News	738
Club News	742

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Flashback to the rocky, watery problems of Crumpsbrook in the 1957 British Experts' Trial. The rider under scrutiny is Johnny Britain (346 Royal Enfield)

## Encouraging Reaction

FURTHER thought on the Earls Court display confirms the forecast in our leading article published a fortnight ago: the most prominent impression is that the 1958 Show signified the beginning of a new phase in machine enclosure. With past experience in mind, designers have wisely been reluctant to try to force developments without gauging the reaction of motor cyclists. It was necessary to establish that the changes were acceptable before plans could be made for the future. So far as could be judged at Earls Court the initial hurdle has been crossed. All machines with forms of enclosure were well received and taken for granted by the great mass of visitors.

Almost exactly two years ago we of *The Motor Cycle* described our Dreamliner. Its extensive enclosure included front and rear fairings and a built-in screen. Our staff designed the body and made it in glass-reinforced plastic. It was introduced primarily to determine the advantages and disadvantages and the lessons amply repaid the work and expense involved. Fully enclosed machines somewhat similar to the Dreamliner may be a long way off yet. But this year's Show has given clear impetus in that direction and an incentive to the technicians to keep going on the lines they have so far been following.

## Only for the Cream

NEXT Saturday morning the élite from the motor-cycle competitions world will forgather at one of Salop's most picturesque townships. And a casual signal from an officer of the Birmingham Club will dispatch the first competitor on a run that may bring him, or any of those starting after him, the title of "British Expert." Yes, the British Experts' Trial—the 24th of the series—has come round again. There are those who maintain that since the inception of the Auto-Cycle Union Trials Drivers' Star contest in 1950 the "Experts" has lost caste—that the Star is more truly representative of championship class. Others claim that no true comparison can be drawn. They look to soccer for a parallel, classing the Star with the league championship and the "Experts" with the cup final.

Be these factors as they may. Whatever its importance in comparison with the Star, the Birmingham Club's classic is no ordinary trial. It is a gathering of the cream, and only of the cream. Each rider is on his mettle to an extent that far transcends his will to win elsewhere. To forecast the solo and sidecar winners with any degree of certainty is impossible. But what is certain is that those who take part, those who organize and those who merely go to watch the fun will enjoy an experience that will live with them always.

# Occasional

By



Formation riding par excellence: Italy may be the home of the scooter but the Police stick to Moto-Guzzi motor cycles. Here they demonstrate their skill at a display held in Rome



## Times Have Changed

THE few folk at Earls Court last week who long ago visited the first shows at which motor cycles were staged can chronicle a mighty change. In those days a very few motor cyclists were dotted over an immense concourse of pedal cyclists. Many of the lads with stoop shoulders and over-developed calves either ragged us or eyed us with pity, though a minority—those with incipient tummies, maybe?—wondered whether there might not be easier ways of getting about the country than “taking acid” (the slang phrase at the dawn of the century for a few hours’ pedalling). Managing directors of motor-cycle factories actually deigned to sell machines off the stand—and patted themselves on the back if at the end of the week they had sold the magnificent total of three! Then at certain shows you could get a free road trial. A Crystal Palace show was handy to country which sometimes gave a wee prehistoric engine rather more to do than it fancied. That set the industry moving. There was always a queue at the desk where trials were booked. I really don’t know what—in the modern phrase—“sent” us. It certainly wasn’t the leg work necessary on the hills. Nor the tuff-tuff. Nor the comfort. Were we intoxicated by the reek of 680 specific gravity petrol? Or was it mere novelty? Or was it going one better than the Joneses?

## Figures Talk

IN 1953 we built 7,500 scooters and imported 1,400. In 1957 we manufactured 31,000 and imported 69,000. In this stratum of the market the relevant factors are much the same

as inspired the moped boom. In addition, the scooter offers on the average better weather protection than any rival two-wheeler and is manufactured in various sizes, of which the one-fifties give practically all the performance which most women and many men desire. Easy payments, the prospect of new roads, wages which leave a pound or two for luxury spending—these are all points in favour of the scooter.

## Still Very Much Alive

HOW comforting it is to know that the high-powered roadster is still alive and kicking. Last year we exported about 12,000 to America and more than 30,000 found happy homes in our own islands. It is more than noticeable that both the scooters and certain British models which look like big brothers of the scooter are approaching the three-fifties alike in weight, performance and price. A director of one of our greatest pedal-cycle and moped firms considers that our home market can absorb no fewer than 6,500,000 mopeds before it becomes saturated. (I have no doubt that it could. I have much doubt whether it will.) This concludes my brief glance at current fashions. I wonder how it will compare with the prospect in November 1959?

## Status of Our Hobby

AT its inception motor cycling was regarded as the hobby of a very few cranks. As it grew, it overlapped all class and financial boundaries. Both Oxford and Cambridge

# Comments

## "IXION"

universities maintained very live clubs. Royalty owned—and rode—the odd motor cycle. The artisan classes were beginning to show interest as far as low wages permitted. Every public school boy anxiously awaited the birthday which qualified him for a licence. Ere long the small car—used or new—pared off our upper strata. Motor cycling became mainly the hobby of the artisan folk, many of whom occupy garageless homes. Today we are, on the whole, more of a classless nation than ever before. The son of the peer does his national service alongside the son of the dustman. Our current status is shown by the fact that every national newspaper automatically reports our principal affairs. We have grown to the status of a national hobby; and in some respects at least, the scooter is spreading our bounds far, far wider than they have ever extended before.

### Lane Consciousness

**L**ANE-CONSCIOUS is a hyphenated adjective recently created by a Manchester journalist. We shall hear a lot of it as the maps get increasingly motorized. You and I rashly fancy that we are already lane-conscious because we have survived umpteen miles on the two-lane, two-and-a-half-lane and three-lane roads of ancient Britain. The autoways of Germany and Italy are neither congested nor heavily policed; so their users exhibit a comparatively low degree of lane-consciousness. But in the U.S.A. the autoways are nearly always well policed and near large cities in the rush hour can be heavily congested. A young friend is just home from the Chicago area. He reports that under the very high speed limits governing certain American autoways British standards of lane-consciousness simply infuriate the cops. He had to smarten up his transfers from one lane to another very considerably and take far more pains to keep his car on the

middle line of whatever lane he was using. He also got into trouble for going too fast in a slow lane and too slowly in a fast lane. He advises me not to venture on U.S. autoways at the wheel of a car until I have made a longish journey as a passenger and noted the standards demanded.

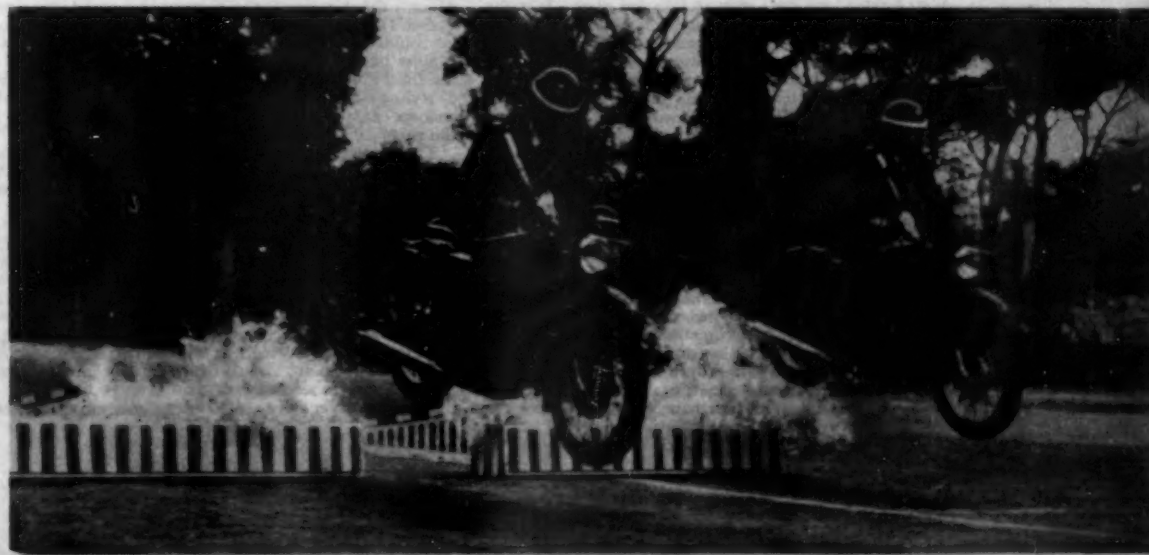
### Wild Beasts

**F**ORESTS on the slopes of the Jura mountains between France and Switzerland still house wild boars. Signs of a hard winter recently brought these brutes down on to the local roads where they upset a brace of motor cyclists (without tussling them). The father of the herd got trapped under a car, is reported to have arched his back and capsized the car (was it perhaps a minicar?). Parallel risks were not unknown in this country half a century ago. In the western counties I have encountered one elephant (complete with keeper), one bear (it had shaken its chain loose from the mooring ring in the village prize elm while its owner was imbibing cider in the Goat and Compasses) and, finally, two bulls, both trailing broken chains. At that date a few very petty showmen earned an exiguous living by leading forest animals round village inns. I was, of course, lucky to escape from the bulls, but the bear and elephant were probably only looking for buns.

### Thoughts on the I.D.S.T.

**I** AGREE with numerous correspondents that long-distance rough riding is a more logical test of roadsters than an arbitrary speed test. I agree also that it is easy to overdo distance on the rough-stuff. The general public merely mock at the rough-stuff events shown on TV. They strike folk as ridiculous and the riders are thought crazy—analogue to "just another circus turn." I don't see how the International Six Day's Trial can be made "rational" by multiplying acrobatics unduly. Nobody except a sporting trials rider buys a motor cycle in order to ride it along dry river beds or across ploughed fields or up precipices. Could we not switch the I.S.D.T. objective from "finding a winner at all costs" to "proving that in daily use the machines are A.1"? It is possible both to overwork the competitive atmosphere and to exploit it in spheres where there is no real justification for its existence. The truth is that practically all the models entered for the I.S.D.T. would suit any normal motor cyclist almost equally well in daily use, allowing only for his personal fads.

*Another shot from the Rome demonstration which would appear to indicate that a lesson or two in jump tactics from Jeff Smith would not go amiss. Front-wheel-down-first landings are hardly to be recommended*



# The Point Of No Return

BY C. E. (TITCH) ALLEN



*The model which "triggered off the vertical twin fashion." Significantly, Triumph's place their 1937 Speed Twin on a pedestal*

**S**KIRTS are being worn lower. Hub length is top fashion, one daring model appears in an ankle-length outfit and there is new interest in the waist line. That was my fashion flash from the showing of the Autumn Collection at Earls Court—and it is not so out of place as you may think, for this year marks the stage at which fashion and style start to take top place. It is the point of no return, at which the motor cycle finally shakes off its pedal-cycle ancestry and emerges clean and colourful; where the smart machine has the covered-up look and only the roughest, toughest competition machines dare appear naked and unadorned. Pretty well the same bloodless revolution took place in the car world a few years ago when the stylists turned functional tin boxes into sleek eye-catchers.

By and large I rate the development a very good thing. All but the hardest of us have pleaded year after year for easy-clean models that would keep us clean. Many of us have invested in windcreens and legshields to make do. Now we can buy protection built in plus an easy-on-the-eye look . . . in some cases a positively come-hither look. Ere long the man in the street's "nasty, dirty, oily things" gambit may be replaced by the tolerant approval he reserves for scooters. And we need his approval to avoid oppressive legislation which could stifle our pastime.

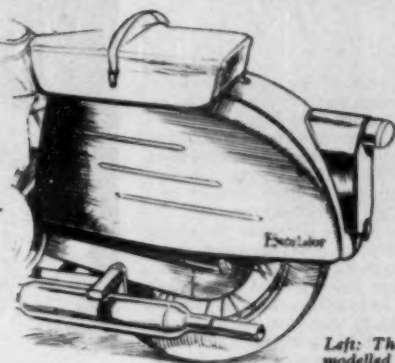
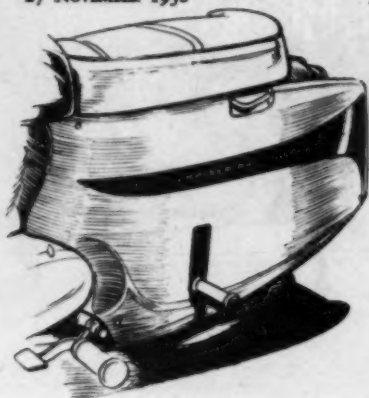
Soon we may even institute an award for the top fashion designer of the year and right now my vote would go to Edward Turner. His brilliant Twenty-One has surely set today's styling motif just as his 1937 Speed Twin, so proudly displayed on the stand alongside its progeny last week, triggered off the vertical-twin fashion which has changed the shape of motor cycles the

world over. To Triumphs I respectfully present a ready-made slogan: "The Triumph of today is the machine of tomorrow."

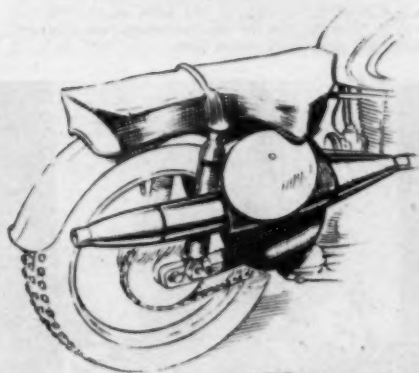
Unfair to Ariels and the epoch-making Leader, you say? Not at all. The Leader is too advanced in styling to be the machine of tomorrow. It I regard as the machine of the day after tomorrow. Already the skirt line of the Twenty-One and its big sister, the new Speed Twin, has been accepted and copied widely. There will be no copies of the Leader's more advanced styling until hard facts of sales have proved its worth. That is where the real courage of the Ariel directorate emerges. Not for them the let's-play-safe line of styling—a bit here and a bit there. They've staked all on a new concept of motor cycles for a space-age generation with no roots in the past.

The Norton Jubilee 250 twin? Well, there is a winner if ever I've seen one. Styling right up to the minute without being futuristic. A vertical twin because that is the most popular type and the only o.h.v. two-fifty twins available if you bar the B.S.A. and Triumph scooters. Performance potential is on top of its class. With bottom-end dimensions equal to those of the big hogbuses which we know have stamina, there's even room for performance development with certain reliability. One look at the bearings, the bore/stroke ratio and the ultra-light valve gear and a tuner pal of mine started thinking in terms of a 100 m.p.h. racing version.

At Earls Court, then, were three really outstanding machines, all twins, all with skirted rear wheels, two of them lightweights in engine classification, and the third (the Triumph Twenty-One or Speed Twin) at least lighter than average in weight. Elsewhere the trend was equally clear. More and more lightweights . . .



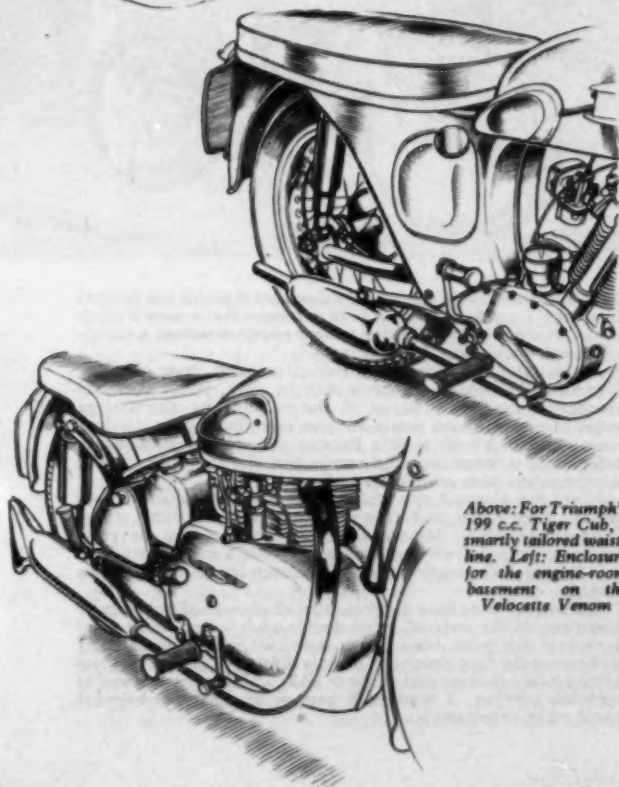
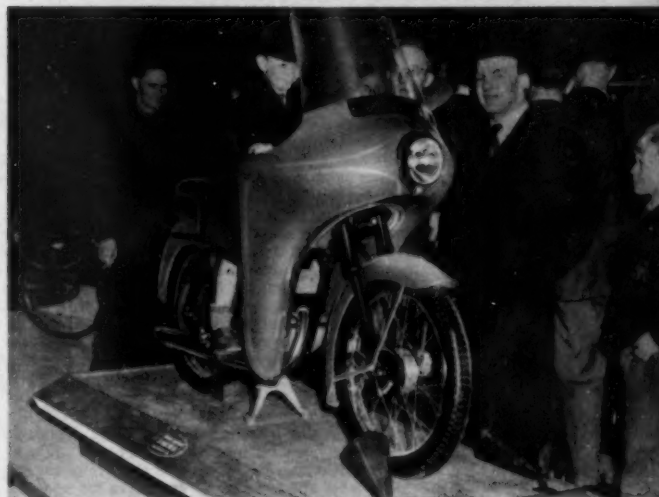
Left: The lower hemline, modelled by Excelsior's Talsman Special twin. Right: Dolphin for a flat-twin—a Valiant effort by Velocette



Kind to nylons—smooth tail and fold-away footrest on the newest Francis-Barnett Cruiser

Practical midriff enclosure. The silencer shield of the two-fifty Maico scrambler

Right: "A functional, eyeable frontal enclosure..." The Airflow version of the Royal Enfield one-fifty



Above: For Triumph's 199 c.c. Tiger Cub, a smartly tailored waistline. Left: Enclosure for the engine-room basement on the Velocette Venom

though I fear enclosure has added a pound or two here and there. Some of this enclosure can be regarded as functional—where, for example, integration of battery mountings, air filters and tool boxes replace untidy separate units.

Rumours of dolphins, dolphins everywhere proved premature. Apart from the frontal faired Velocette Valiant, and a difficult model it is to style with its horizontally opposed engine, it was left to Royal Enfields to point the way aerodynamically. Having experimented with "dustbin" full enclosure they have settled for the Dolphin compromise between streamlining and handleability. I think it is a wise decision and a significant one. Here we have functional, eyeable frontal enclosure and a large measure of minor tumble protection—and those stem from racing development if ever anything did. To the debts we owe to road racing for steering, roadholding and braking we can now add two others—protection with a large P and increased performance with a small p. We owe racing quite a lot.

But enough of the abstract, the significant and looking into the crystal ball. Earls Court is to stimulate, to enthrall and to fill us with wistful thoughts. What better game than the age-old one of filling the stable with money no object? I started with the tiddlers. No stable is complete without one. I have had a soft spot for B.S.A. Bantams since the first one set such a high standard in 125 c.c. two-strokes and I like the grown-up one-seven-five version. But I also liked the Royal Enfield Prince which, with full Airflow fairing, seems far in advance of the Flying Flea of wartime memory. The smart little James and Francis-Barnett lightweights charmed me, too, so it is just as well that I don't have to make a choice.

I was in deeper water over the two-fifties. Two-stroke or four-stroke, single or twin? A Jubilee Norton was a "must," of course, with a Leader for wet days and a Valiant (two-hundred though it is) for high days and holidays. Most of the Villiers-twin-powered models struck me as much of a muchness but there was something intriguing about the Greeves Sports Twin, the road-going derivative of the astonishingly successful cross-country mounts and something naughty, yet nice, about the sports Norman.

Two-fifty singles remain the choice of a big section of the buying public and the breed is improved each year. It has been said before now that there are more B.S.A. C-type models on the road than any other and the new C15 Star looks a thoroughbred if ever there was one. But then so do the A.J.S. and Matchless two-fifty singles—so the choice is difficult. How sturdy that Matchbox looks in scrambles form. I like to see a manufacturer put his mounts through their paces on the rough. If they can stand up to the sort of treatment dished out by our scramblers stars then they will withstand anything you or I might give 'em.

Although the accent these days is definitely on high-performance two-fifties there's a minor trend towards grown-up lightweight, as exemplified by the 328 c.c. Excelsior Talisman Special with what I would call sack-line rear enclosure, and the very pretty three-fifty Villiers twin Panther. Both these engines have been enlarged to meet the demands of bubble-car manufacturers and should have unusual stamina and pulling power as a result. I fell for the Panther for another reason—because of its large-diameter brakes.

Maybe I have a "thing" about brakes, but I just cannot resist the sight of really big stoppers—and those 8in Panther drums borrowed from the big bangers made me go all "coo-ah!" Come to think of it, I rather wish that luscious Jubilee Norton could borrow a pair of big-twin wheels! On the bigger two-stroke theme, what an impressive-looking power unit is the RCA three-fifty twin two-stroke in the Dot scrambler. All these twins steal the thunder from the humble two-stroke singles, though I am sure that when the customers get down to brass tacks in the showrooms, the majority will settle for one pot on the scores of low cost and economy of servicing.

My oldest love, the Francis-Barnett Cruiser, has gone all coy and hidden its nether regions in an ankle-length two-tone glass-fibre skirt. Even the pillion footrests disappear discreetly when not in use. Whether you like this extreme style or not your girl friend will. Good for nylons.

I simply had to browse over the Jawa two-strokes. When a marque scoops the pool in the International Six Days' Trial, as Jawa did this year, there must be food for thought in study of their design. The thought which struck me was that these rugged competition machines wear their waistline enclosure for sport as well as for party-going. Our comp jobs make a fetish of stripping off and very often have hurriedly to cover up their vitals with sheet rubber and such-like nonsense.

They say the three-fifty single is on the way out. Certainly there was nothing new at Earl's Court in that once-loved category. But buying habits do not change overnight and quite a few customers who have been well served by the mediumweight roadsters that our manufacturers make so well will stick to the mount they know. The same may be said of the five-hundred single—as British as steak and kidney pudding.

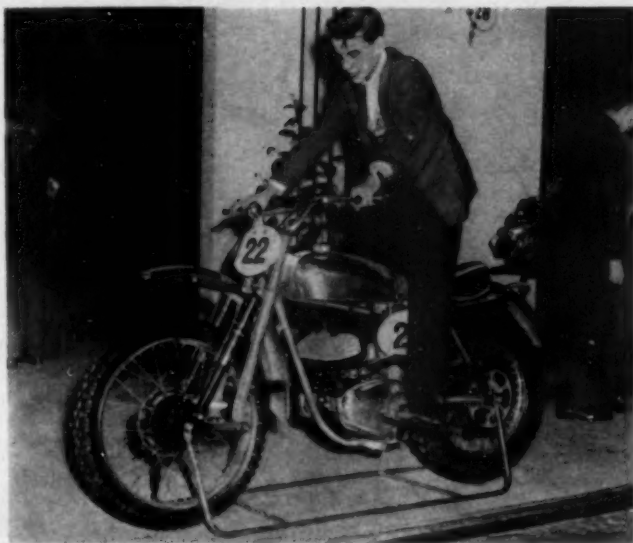
In rugged roadster or clubman-racer form the one-lung five-hundred is still for many the embodiment of *real* motor cycling. Powerful, purposeful and fussless, it has an appeal which buzzing twins will never overcome. Myself, I would go for the Velocette Venom—and if I wanted to race occasionally I would go for a Gold Star. But the Venom is that rare achievement, combining the performance of a racer with the traffic manners of a tourer and that indefinable feel of toolroom machinery. I have an open mind about that engine-room basement enclosure. Certainly it will keep the slush off the works in winter.

Vertical twins in 500 and 650 c.c. form are dominant on the roads and need no comment, although unseen improvements have killed the legend that they lack the stamina of the big single—for sidcar work, too, as Eric Oliver proved in the sidcar T.T. I drooled over the Royal Enfield Constellation. I persuade myself that it would be my ideal for the everyday round. You can't have your cake and eat it when hyper tuning is ordered. One hopes that the lay press does not make too much of its 115 m.p.h. potential. Speed is safe enough in the right place, as the Vincent owners with their private display were pleased to point out.

No perfectionist would complete his stable without an Ariel



Above: Competition model from the Continent, the Jawa moto-cross two-fifty. Below: Less sleek, perhaps, but no less purposeful, the Dot three-fifty twin with RCA power unit

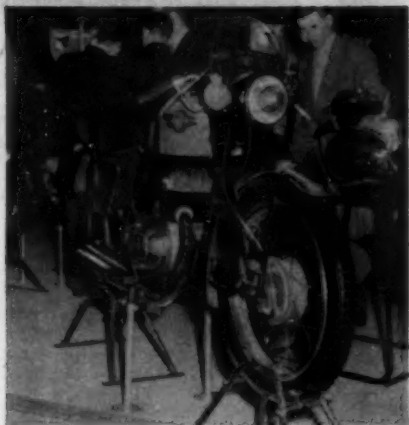


Four, not just because it is the only thousand available but because it is such a maid of all work with a personality to match every mood. Perhaps some day Ariels will get round to making a scaled-up Leader with a four-pot motor. . . .

At that point in my tour I started to think about sidecars. I particularly liked the Wessex with its sleek, plastic-and-steel monocoque fuselage attached to the machine by aircraft-type struts. From Panthers comes an even more interesting development: a chassis built to fit a Panther only and in consequence tailor-made without clips and cranks and bits and bobs. It will accommodate most proprietary bodies.

Next, the Garrard new-think Silver Cloud chassisless two-seater. Very clever and very obvious when you think of the front-entry bubbles. Mind you, because it is beamed at the sporting owner who doesn't want the body lines of a scaled-down bus, you have to duck to get in the back, though inside there is room enough.

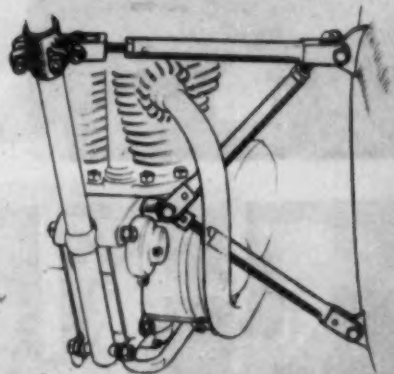
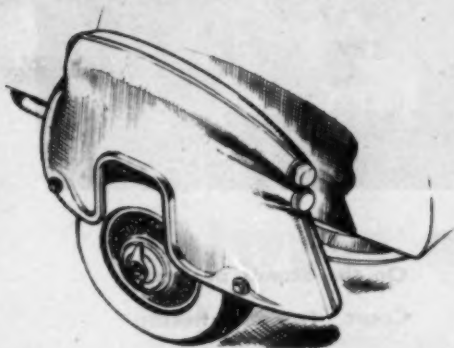
Watsonians alone have developed the all-glass-reinforced-plastic technique to the stage of a full double-adult—the Oxford—and have kept the price down to a competitive level. The model I nicknamed the "gay deceiver," for it is difficult to believe that two hefty adults can enter that car-style body and then settle down in armchair comfort. I watched it happen several times before I could really appreciate it.



Left: 249 c.c. Norman, a roadster with an Italian look. Right: Scrambling single, the Matchless G2CS



below left: Doughnut under a plastic cover—the sidcar wheel of the Watsonian SV chassis. Middle: On Panther's new sidcar chassis the top tube runs straight to the point. Right: Triangulated struts to attach the Wessex monocoque bodies



In the matter of sidcar-wheel size there is evidence of a minor battle. Watsonians obviously believe in the doughnut size and drape it stylishly with a full-skirted fairing. Functionally, the small wheel has big advantages—low centre of gravity, low unsprung weight and less encroachment on door and body space. The objections are part-practical: the penny-wise among us like to wear out our second-best tyres on the sidcar wheel. And the cons are part aesthetic too: some feel that the use of a small wheel gives rise to lop-sided appearance. Time will tell.

Canterbury have gone for the long, low look. Their side-by-side models are not everyone's cup of tea and in the search for cubic capacity they now produce the longest and lowest-ever two-seaters. A man who remembered his father having a family sidcar that seated four was sure it was only half the length of the Canterbury Javelin. But that, I reminded him, was in the Early Perpendicular period of sidcar design, when passengers sat bolt upright and looked over the hedge tops.

For the rest, there were detail improvements in chassis and a spread of gay-look finishes to keep pace with the machine tones. But how sidcar makers, already hard-pressed to devise ways or means of attaching their products to machines with no standardized fitting points, will cope with some of the new-look designs I'm blessed if I know.

Out in the gloom of Earls Court Road later, I fancied I saw the

ghostly shapes of an earlier era of multi-colour, fashion-styled models. The New Hudsons, the Triumph singles, the Francis-Barnett Cruisers, all with pressed-steel engine-room enclosure; the Royal Enfield Cycar, the Coventry-Eagle two-strokes, as covered in as a Leader. And bringing up the rear came the Whit-wood Monocar with full enclosure from faired front to streamlined tail. Was it their maniacal laughter I heard—or was it the off-beat stutter of a rheumy side-valve vee-twin?

Newest in "step-ins?" The front-opening Garrard Silver Cloud



# Speedmen Honoured



Above: On the Triumph Stand the brilliant young Mike Hailwood is presented with a colour painting of himself in action in the 1958 Thruxton 500-miler. Making the presentation is Triumph managing director Edward Turner. On the left is Victor Martin-Jones, the Lodge managing director, with John Surtees to whom he has just presented a portable radio. On the right Mike Hailwood receives the Pinhard Prize from Graham Walker. During the week he was presented with many other trophies



On the Stands at Earls Court, Famous Racing Men—and an Ace Scooterist—Receive Presentations for Top Successes

Above: Winner of the 500 c.c. Road-racing Star, Tony Godfrey proudly displays his awards



Above left: Derek Minter collects the Slanenger Trophy from Michael Mc-Masters, Slanenger chairman. On the left are André Boldet and Raymond Baxter, with the address awarded to Boldet by the Isle of Man Scooter Association. On the right Pip Harris and Ray Campbell collect their Side-car Road-racing Star





**1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup>**  
*again and again and again!*

Famous riders racing on AVON  
 tyres in 1958 won 48 out of the  
 56 major events, claimed 47 2nd and  
 45 3rd places! On no less than 40 occasions  
 all 3 places in the same race fell to riders on AVON!

*Whatever model you ride . . .*

**Always ask for**

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**AVON** paired tyres add  
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# THE R.A.F. - A GOOD TEAM TO JOIN



## TEAMWORK IN ACTION!

**PLACE:** R.A.F. Station, Lyneham,  
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**TIME:** 1200 hours, and XK 671—a troop-carrying Comet C2 of R.A.F. Transport Command—flies in with key scientists and equipment from Woomera Guided Missile Range in Australia.

**T**HE interest and excitement of flying reaches to every job in the Royal Air Force. You feel, too, the satisfaction of being one of a picked team—in a Service that's right in the forefront of new scientific developments. It's teamwork that produces the breathtaking climb of a supersonic fighter, the uncanny accuracy of a radar-guided missile. Good teamwork by men and women who are proud of their job and know they are in an interesting, well-paid career—a modern career.

**FR/Lt. d'Osselle** completes another trouble-free flight. He left El Adem, Libya, just 5 hours ago; breakfast in North Africa, lunch in Wiltshire!

**FR/Sgt. Humphries**, aerodrome traffic controller, speaks on the R/T to the pilot of XK 671. His is a complex job—and an interesting one too.

### TO AUSTRALIA—IN 31½ HRS!

Operating at speeds of up to 500 m.p.h., the R.A.F. Comets bring the furthest parts of the world within almost a day's flight of this country. They are the world's first pure-jet transport aircraft in squadron service and can carry 44 troops; ideal for important military airlifts where speed is essential.



**S.A.S. Neilson**, cook, completes packed meals for outgoing passengers, as XK 671 brings more arrivals to the Visitor's Mess.



**A.C. Painter**, air movements clerk, checks passenger and freight lists with XK 671's Air Quartermaster, W.R.A.F. Sgt. Wickham

### TEAMWORK AT PLAY

**Key Match.** L.A.C. Collyer, aerodrome fireman and vice-captain, plays for Lyneham against an Army side, The R.A.F. won 3-1.



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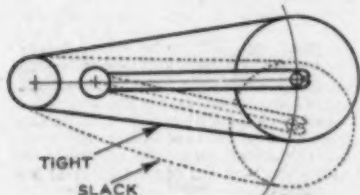
**THE ROYAL AIR FORCE**  
—a life of opportunity—

# Question and Answer

## CHAIN ADJUSTMENT

I BELIEVE that on a machine with a pivoted rear fork, rear-chain tension is slackest when the model is supported on the centre stand with the wheel clear of the ground. My instruction book says there should be  $\frac{1}{2}$  in up-and-down play in the chain under those conditions. But other makers specify different figures, usually between 1 in and  $\frac{1}{2}$  in. Why this apparent inconsistency? C. JONES Cardiff.

A chain-tension figure for use when the rear springing is fully extended is given for convenience. With orthodox pivoted-fork rear springing the tension varies with wheel deflection and what really matters is that there should be  $\frac{1}{2}$  in to  $\frac{1}{4}$  in up-and-down play when the springing is loaded until the chain is at its tightest, i.e., when the axes of the gear-box sprocket, fork pivot and rear-wheel spindle are all in



How rear-chain slack varies with movement of a pivoted rear fork

line. This check is difficult to make single-handed, hence some makers give the more convenient figure. The reason for the slight discrepancy is that, assuming correct tension when the three axes are in line, the play with the springing fully extended will vary from make to make according to the distances between the axes and the extent the wheel spindle falls below the in-line position. Results may vary slightly as between different specimens of the same model; so if you wish to be really meticulous you can adjust your chain correctly with the suspension suitably loaded, then put the machine on its centre stand and measure the play for future convenience.

## UNEVEN TREAD

THE TREAD of my studded front tyre is not wearing evenly. The leading edge of each stud is apparently wearing away faster than the trailing edge. I have been told that it could be caused by the hydraulic damping of the telescopic fork failing to work properly, but I have checked that each leg has the right quantity of damping fluid of the correct viscosity. Can you say what is wrong? Brasted, Kent. K. HILTON

OUR INFORMATION service is open to all readers. Questions should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S E.1, and, whether intended for publication or not, must be accompanied by a stamped addressed envelope for the reply

Although the soft action of a telescopic fork can cause uneven wear of a tyre it is more likely to affect groups of studs rather than individual studs and therefore show as patches of wear. What you describe is heel-and-toe wear which is the natural result of using a good front brake as it should be used. The wear can be evened out by periodically reversing the tyre on the rim. When the tyre is due for renewal the phenomenon can be reduced by fitting a ribbed front tyre which, incidentally, should also give you slightly more positive steering at high speed.

## CLUTCH DRAG

WHEN I start up my engine in the morning I find that I cannot engage bottom gear without making a horrible scrunch, yet once I am under way, gear changing becomes quite normal. Is there anything I can do to improve that cold start? Bath, Somerset. M. L. JOHNSON

Oil on the clutch plates is causing them to stick together overnight. That in itself is not a fault if you are using the correct quantity and grade of oil in the primary chaincase. The remedy is to pull back the clutch lever as far as it will go and depress the kick-starter smartly two or three times in order to free the clutch plates before starting the engine.

## SPEEDOMETER LIGHT

LAST NIGHT I was stopped by a police patrol because my rear lamp was not alight. I found that the bulb had burnt

Simple withdrawal tool for pulling valve guides out of a cylinder head



out and fortunately I had a spare with me. Everything was most friendly but, in giving my machine the once-over, the officer pointed out that my speedometer was not illuminated and he advised me to do something about it before again riding after dark. The speedometer never has been lit since I bought the machine secondhand two years ago. It is set at an angle in the back of the headlamp and, as far as I know, there is no provision for a bulb. Does the law require it to be lit? B. S. MARSDEN Plymouth.

The law requires "an instrument so constructed and in such a position as at all times readily to indicate to the driver. . . ." Your speedometer does not do that if its reading cannot be seen in the dark. You will probably find that the casing is slotted to allow light from the pilot bulb to shine between the face of the dial and the underside of the glass. Maybe a previous owner found there was a spot of glare (such as from the bevel on the glass) and blanked off the slot.

## VALVE GUIDE LORE

I WISH to fit new valve guides to my o.h.v. engine and would appreciate your advice. The engine manufacturers say that the guides are just a tight fit in the head and can be knocked out with a double-diameter drift. However, I have no such drift, and when I tried tapping one of the guides with a hammer a small piece promptly chipped off the end of the guide. I hesitate to proceed for fear of damaging the head. D. BRYNE Skipton, Yorks.

By far the best plan is to employ a simple withdrawal tool. The parts required are (a) a bolt or screw that will pass through the valve guide, threaded for most of its length and a little more than twice as long as the guide, (b) a length of tube—an old box spanner will do—that will fit over any flange on the guide and seat squarely on the head, (c) a washer large enough to sit on the end of the tube, and (d) a nut to fit the bolt. (If no suitable bolt is available a length of threaded rod will do with two small nuts locked together on one end to form a head.)

First, with a file if necessary, ensure that the bolt head is a fraction smaller than the outside diameter of the guide. Next, file a square or a couple of flats on the other end of a bolt so that it can be held with a spanner. Pass the bolt through the guide from inside the cylinder head and fit the tube, washer and nut (with a spot of oil between the last two). If the bolt is now held from turning by means of its squared end and the nut is screwed up with a second spanner, the guide will be withdrawn.

The same bolt and nut can be employed for drawing in the new guides, but instead of the tube you need a bevelled washer to fit the valve seat in the cylinder head. The ideal is to cut the head off an old valve and drill through its centre a clearance hole for the bolt. Then it is just a matter of reversing the withdrawal procedure.

# How Are We Doing?

A STUDY OF CURRENT DESIGN: INTERESTING

NEW TWO-FIFTIES: FAIRINGS

AND ENCLOSURE

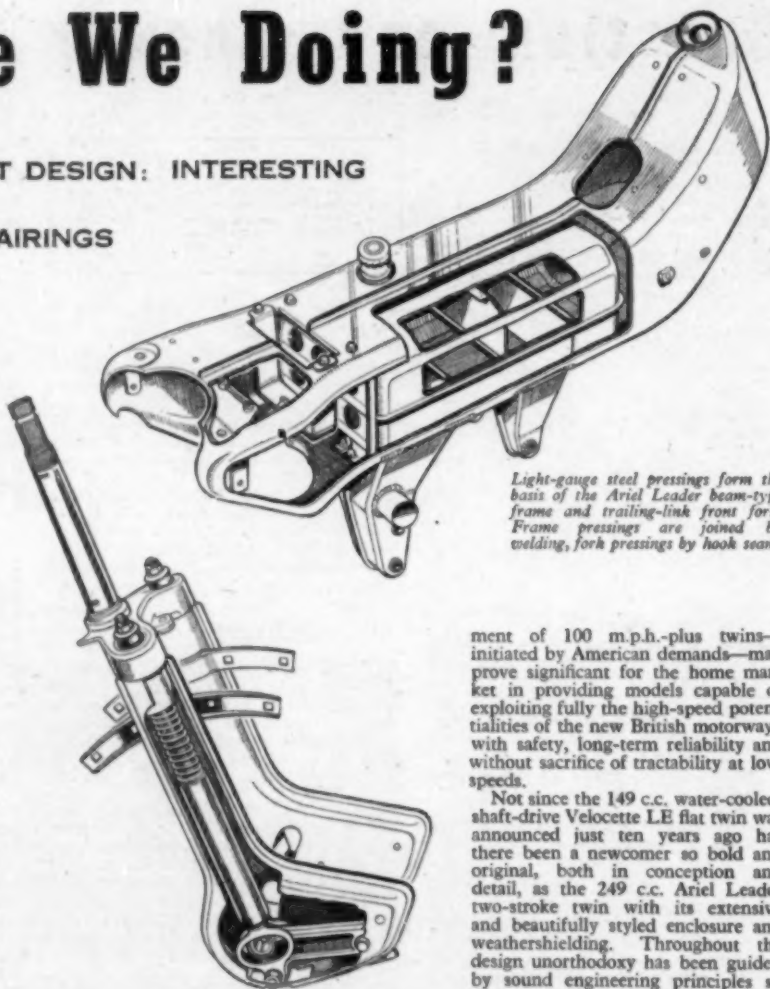
By VIC WILLOUGHBY

OF the world's motor-cycle markets the British, represented by the big display at Earls Court last week, is surely unique in its variety. There is scarcely a taste not catered for. In contrast, and under the influence of an increasingly utilitarian outlook, most continental markets swung rapidly away from large-capacity, naked models with exposed transmission almost as soon as post-war production got fully into its stride. The benefit of the trend was reaped by those makers who were quick to offer clean-looking, stylish lightweights or to venture into the scooter and moped fields. The lightweights evolved during that period bore scant resemblance to the austere models implied by the term 20 years earlier: the newcomers offered reasonably high performance, comfort, refinement and a minimum need of maintenance. Rising wage rates and a more insistent demand for weather protection and luggage capacity then led to the birth of the continental bubble car, first as a three-wheeler, later with a wheel at each corner.

In Britain the picture was different. There is probably an above-average element of the rugged individualist in the Anglo-Saxon; there is also a long sporting tradition in British motor-cycle history. These factors, together with a sinuous network of roads encouraging and placing a premium on riding skill, bred the type of motor cyclist who kept alive the large-capacity semi-sporting machine.

Inevitably the British market could not escape the inclination towards lighter and more refined models, but the change was later in appearing and slower in growth. Though the effect on the market is as yet less pronounced than in other countries, there is evidence aplenty in new lightweights and scooters which have made their debut during 1958, and in the parallel spread of partial enclosure and weathershielding, that most manufacturers consider it prudent to join the band-waggon to a greater or lesser degree—some of them to the extent that their future prosperity is harnessed to that policy.

But the stimulating variety at Earls Court lay not only in differences of approach to the new market (differences both as to basic layout and engine type) but also in the continuance and development of established, large-capacity models. Indeed a second trend can be discerned—a strengthening of the position of machines of 600 to 700 c.c. There is no fresh basic design in that category, but two new super-sports models have been introduced while two twins and a single have grown from six-hundreds to six-fifties. As "Ixon" has suggested, the develop-



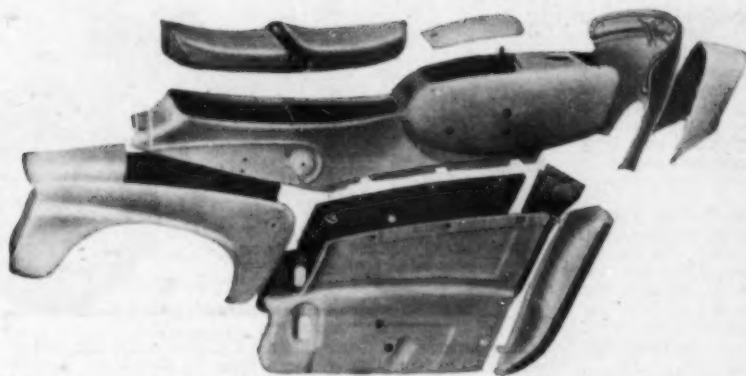
Light-gauge steel pressings form the basis of the Ariel Leader beam-type frame and trailing-link front fork. Frame pressings are joined by welding, fork pressings by hook seams

ment of 100 m.p.h.-plus twins—initiated by American demands—may prove significant for the home market in providing models capable of exploiting fully the high-speed potentialities of the new British motorways with safety, long-term reliability and without sacrifice of tractability at low speeds.

Not since the 149 c.c. water-cooled, shaft-drive Velocette LE flat twin was announced just ten years ago has there been a newcomer so bold and original, both in conception and detail, as the 249 c.c. Ariel Leader two-stroke twin with its extensive and beautifully styled enclosure and weathershielding. Throughout the design unorthodoxy has been guided by sound engineering principles so that a remarkably high level of convenience, cleanliness, protection and luggage accommodation is allied to first-class roadholding, comfort and performance for a dry weight of only 300 lb.

Prominent in keeping down the weight is the use of a rectangular-section, beam-type frame fabricated from two 20-gauge steel pressings welded together. The beam joins the steering head to the upper mountings for the rear suspension units and incorporates brackets which support the engine-gear unit and rear-fork pivot. Of simple section, the petrol tank is rubber-mounted inside the beam so that the space behind the steering head normally occupied by the tank is available for a really useful luggage compartment formed by one of the eight 20-gauge body pressings (which include the legshields, side panels and rear mudguard).

The stanchions of the trailing-link front fork are also made from steel pressings (of 16 gauge), but the two pressings comprising each stanchion are united by a hook seam (made by interlocked flanges) and not by welding. The I-section fork links are made of heat-treated aluminium alloy and the geometry is planned to give a near-constant wheelbase throughout wheel deflection—a feature many designers consider important for good steering. Further weight saving results from the use of a fork yoke at the lower end of the steering column only; the practice is unusual but has proved highly successful on Moto-Guzzi racing machines in recent years—models capable of up to 160 m.p.h. and noted for their fine steering and roadholding.



An exploded view of the 20-gauge steel pressings which comprise the Ariel Leader bodywork. The side panels are readily detachable for access to the power unit

Another advantage the Leader's front fork (in common with other bottom-link layouts) enjoys over the more common telescopic pattern is the highly efficient hydraulic damping provided by proprietary suspension units (of Armstrong manufacture on the Ariel) concealed within the stanchions. Unlike the trailing-link front forks on several scooters, that on the Leader is isolated from brake torque by pivoted linkage, thus obviating disconcerting nose dipping during braking and subsequent recoil.

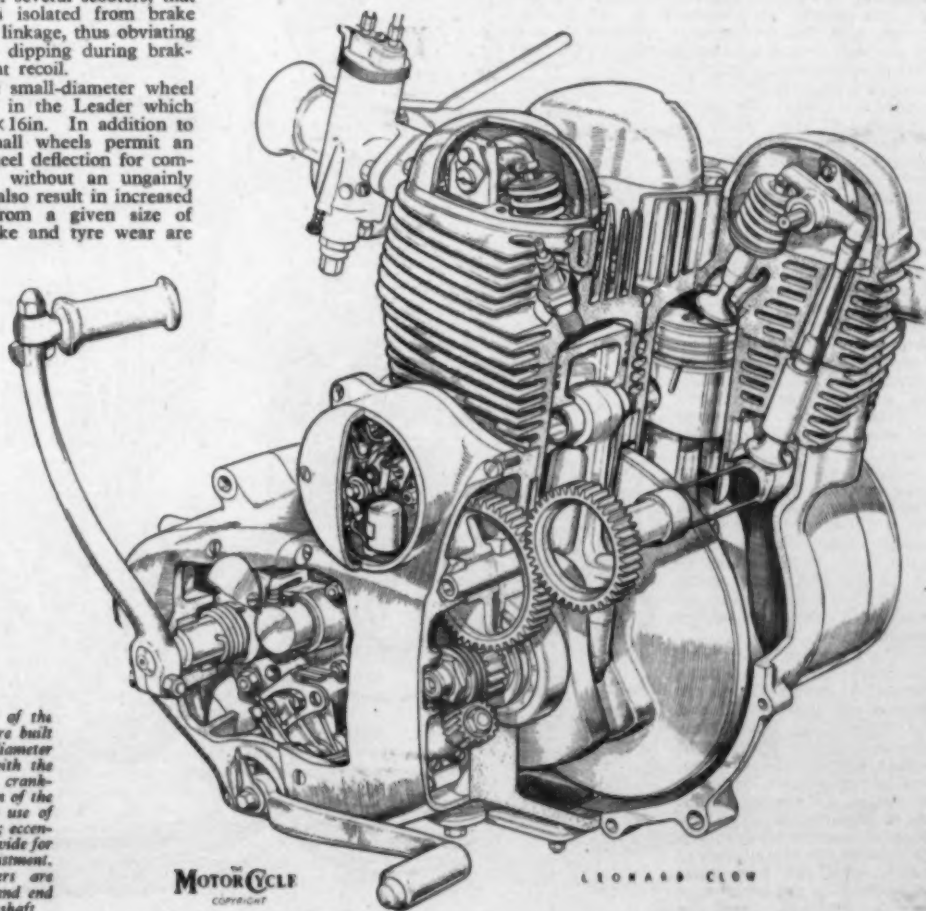
The cult of the small-diameter wheel finds an adherent in the Leader which has tyres of 3.25×16in. In addition to paring weight, small wheels permit an ample range of wheel deflection for comfortable springing without an ungainly seat height. They also result in increased stopping power from a given size of brake, though brake and tyre wear are

slightly accelerated. In spite of its 16in wheels, however, the Leader has a seat height (31in) which small riders might like to see lowered still more.

During recent years nylon has come into occasional but increasing use on motor cycles—for small bushes and petrol filters, for example. On the Leader it is employed at many points: for the tank filler cap, windscreen attachments, rear-fork thrust washers and the bushes for front-fork links, brake linkage and suspension-unit anchorages.

The choice of a parallel-twin two-stroke engine is further indication of the popularity of the type for refined performance. Unit construction with the four-speed gear box and use of a crankshaft-driven A.C. generator are the sort of modern features one would expect in a design as enterprising as the Leader. But noteworthy points are the lack of both styling and high external finish on the power unit (desirable to lower cost

and permissible since the unit is hidden from view) and the unusual crankcase construction. The case is not divided in the usual way but has detachable, spigoted sides. Since the crankshaft is in two parts, joined in the middle by tapers and a draw-bolt with a hexagon-socket head (accessible through the hollow



Engine and gear box of the Norton Jubilee 250 are built as a unit. The 7½in-diameter flywheel is integral with the one-piece cast-iron crankshaft. High disposition of the camshafts permits the use of pushrods only 3in long; eccentric rocker spindles provide for valve-clearance adjustment. Twin contact breakers are driven by the right-hand end of the inlet camshaft

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LEONARD CLOW

right-hand mainshaft), the engine can be dismantled without being removed from the frame.

The makers are to be commended in adopting unified threads, thereby taking the first big step in the motor-cycle industry towards thread standardization. Until the manufacturers of ancillary components follow suit, however, the rider will need to supplement his tool kit with Whipworth or B.S.F. spanners. It is heartening, too, to find such practical features as a lever for adjusting the angle of the headlamp beam to compensate for passenger carrying, a retractable lifting handle and extensive thief-proofing.

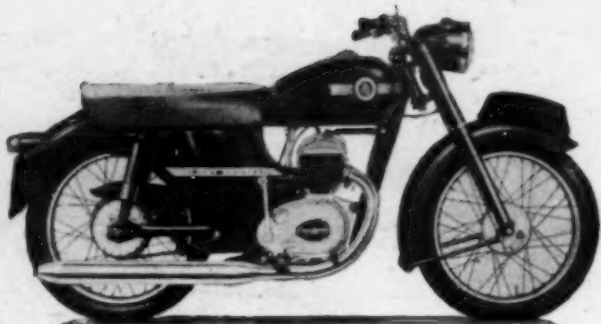
To tool up for a model so unconventional as the Leader needs a lot of capital and a lot of faith. It is hardly surprising, therefore, that other excursions into the realm of the refined, high-performance lightweight show more caution and less disregard of established practice. Three more two-fifties spring to mind: the Norton Jubilee 250 twin, the B.S.A. C15 Star single and the A.M.C. single known as Model 14 in the A.J.S. range and G2 in the Matchless list. All are overhead-valve four-strokes.

Frame construction is orthodox in all cases: the Norton and A.M.C. models have composite tubular and channel-section layouts, the B.S.A. a tubular frame with brazed lugs. But the Norton has an ultra-modern appearance which stems from stylish pressed-steel fairing of the rear end and an unusually comprehensive front mudguard. Wheel diameter on the Norton is 18in and on the others 17in.

For all that, the focal point of the Norton in the technician's eyes is the engine. Its abnormally high bore/stroke ratio suggests not only that it is capable of high revolution rates but that it needs to rev fast to produce its best power. Indeed, the robust dimensions of the one-piece crankshaft and its bearings (journal and bearing sizes are identical with those on the five-hundred and six-hundred Norton twins) indicate that the makers intend the engine to spend its life turning over fast.

Another indication of that outlook is the high disposition of the camshafts, so that the hollow cam followers and light-alloy pushrods are kept short and therefore light (the pushrods are only 3in long). A further saving in the reciprocating weight of the valve gear stems from the use of eccentric rocker spindles for valve-clearance adjustment. The cam followers and pushrods are disposed in an unusual way, their tunnels being cast in the front and rear of the cylinders. If the engine is not to be unduly bulky, such a layout places a limit on the angle included by the valve stems; on the Jubilee 250 the angle is 42 degrees, or considerably smaller than average.

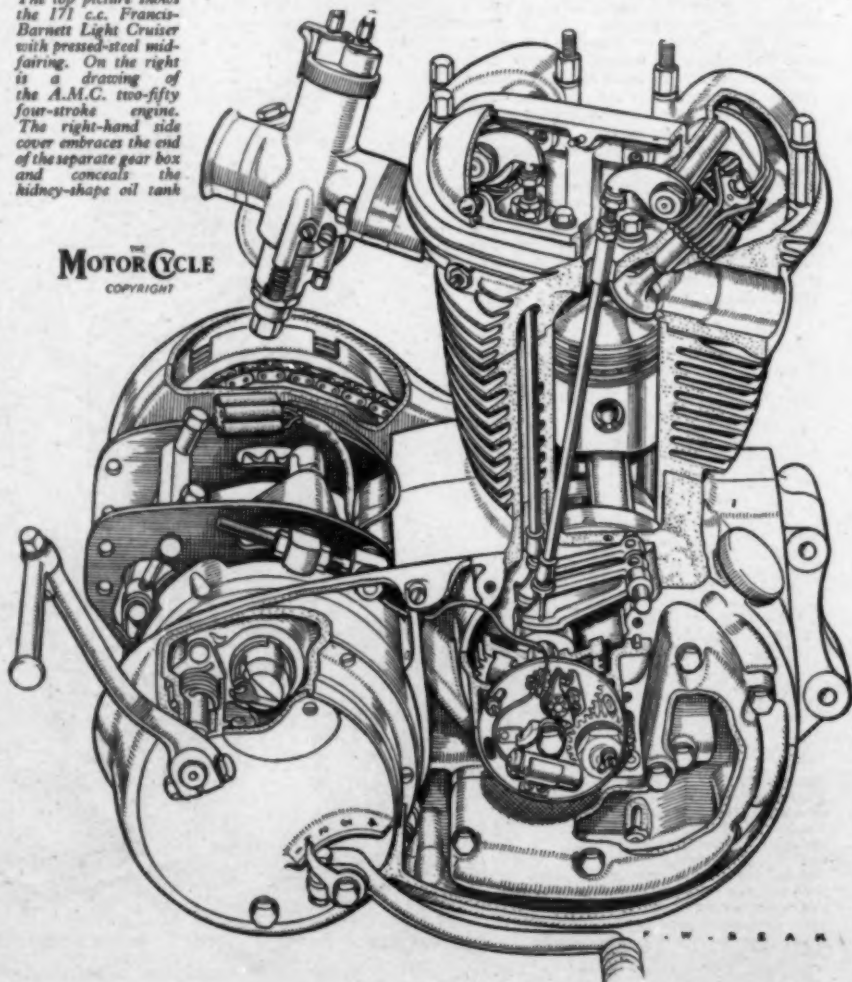
Unit construction of engine and gear box, with primary drive by  $\frac{1}{2}$ -in-pitch duplex chain, are features of the Jubilee 250 and also of the C15 Star. But whereas the Norton primary chain has an adjustable slipper-type tensioner, that on the B.S.A. is extremely short and is not provided with means of adjustment. The close coupling of engine and gear box which this feature presupposes is consistent with the economical use of material in the layout as a whole. So thoroughly have the

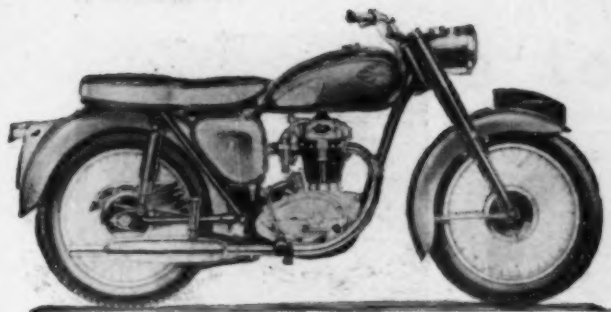


makers pursued this theme that the C15 Star scales only 280 lb—some 40 to 50 lb lighter than average for comparable models. Other weight-saving measures in the engine design include the direct meshing of the cam wheel with the crankshaft pinion (no idler is used), tubular light-alloy pushrods, a plain lead-bronze bushed big-end bearing and a common shaft to drive the oil pump and contact breaker. Weight saving can mean

*The top picture shows the 171 c.c. Francis-Barnett Light Cruiser with pressed-steel mid-fairing. On the right is a drawing of the A.M.C. two-fifty four-stroke engine. The right-hand side cover embraces the end of the separate gear box and conceals the kidney-shaped oil tank.*

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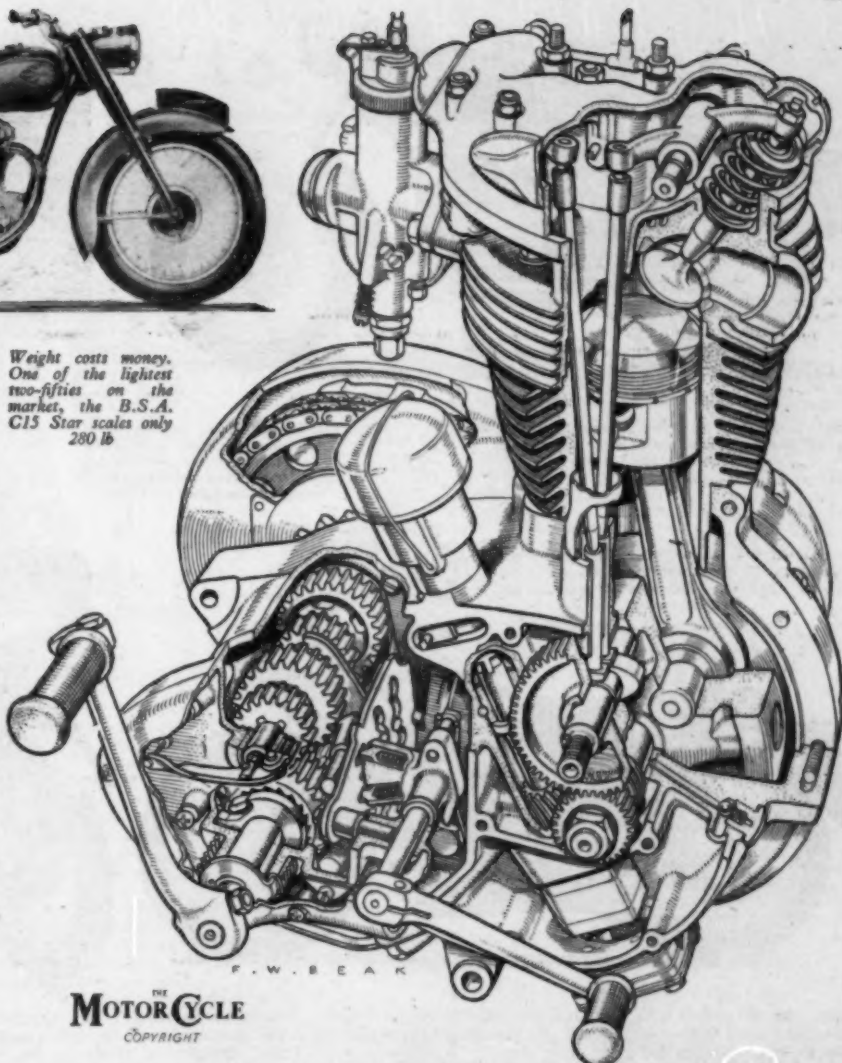
cost saving and the principle holds good for the C15 Star which is sold at a most competitive price.

Like the new Norton and B.S.A., the Model 14 A.J.S. and G2 Matchless are chiefly interesting for the layout of the power unit. At a casual glance the engine and gear box have much of the neat appearance associated with unit construction but they are, in fact, separate for ease of individual overhaul or replacement. Having a cylindrical shell with an eccentric mainshaft, the gear box is strapped to curved faces on the rear of the crankcase and rotation of the box in the straps effects primary chain adjustment. The semblance of unity is achieved by extending the crankcase right-hand side cover to embrace the end of the gear box and by covering the straps and chain adjuster with a sheet-steel plate. The same crankcase cover also conceals the 2½-pint oil tank which is formed on the side of the crankcase and thus obviates the need for feed and return pipes.

Close inspection of the engine shows that the cylinder head is skewed to the right on the barrel (the valve-stem plane makes an angle of 21½ deg with the machine's longitudinal axis). This results from a desire to use two trailing cam followers (considered more efficient mechanically than one trailing and one leading) with a rearward-set camshaft and identical followers, pushrods and components for the built-up valve rockers. The engine also employs a *désaxé* cylinder layout; that is, the cylinder axis is ¼ in ahead of the crankshaft axis. This arrangement is to minimize piston slap at top dead centre and reduce connecting-rod angularity during the power stroke.

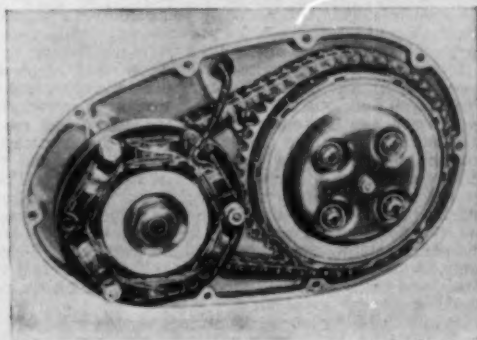
Apart from the new models mentioned, progress in the light-weight field during the past year has chiefly taken the form of changes to or variants of established models—and the most common change is the addition of some degree of enclosure or weathershielding. Early in the year the 192 c.c. LE Velo-cette abandoned its hand-starter and three-speed, hand-change gear box in favour of pedal starting and a four-speed foot-change gear box. The model thereby acquired extra zip to go with its remarkably refined manners. Recently its sporting

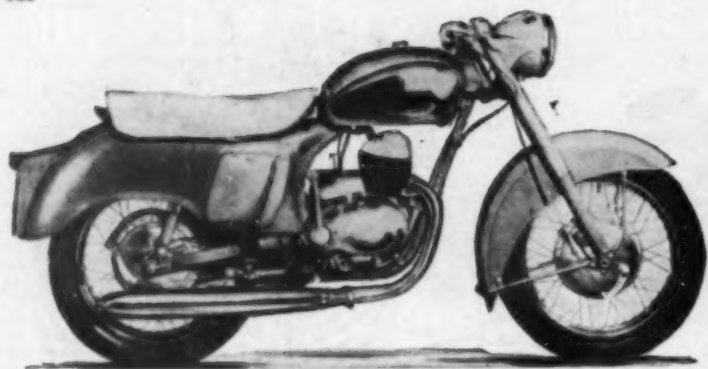
*Weight costs money. One of the lightest two-fifties on the market, the B.S.A. C15 Star scales only 280 lb*



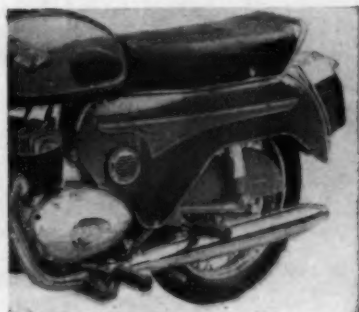
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*The engine-gear unit of the B.S.A. C15 Star is remarkably compact. A lead-bronze bush forms the connecting-rod big-end bearing. The ultra-short primary drive is illustrated below*



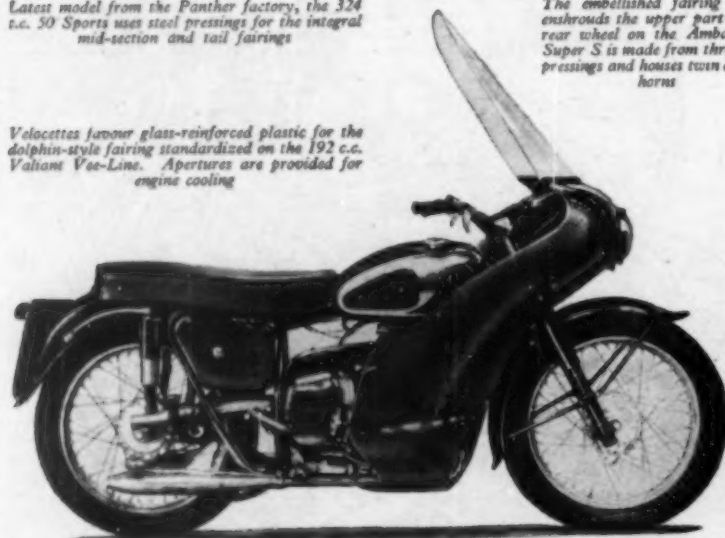


Latest model from the Panther factory, the 324 c.c. 50 Sports uses steel pressings for the integral mid-section and tail fairings



The embellished fairing which enshrouds the upper part of the rear wheel on the Ambassador Super S is made from three steel pressings and houses twin electric horns

Velocettes favour glass-reinforced plastic for the dolphin-style fairing standardized on the 192 c.c. Valiant Vee-Line. Apertures are provided for engine cooling



The 248 c.c. Royal Enfield Crusader Airflow with moulded plastic weather-shielding

sister, the air-cooled o.h.v. Valiant, was joined by the Valiant Vee-Line with a glass-reinforced plastic, dolphin-type fairing and Perspex windscreen.

Glass-polyester is also the material used for the panelling on the Francis-Barnett Cruiser 84—an all-weather variant of the 249 c.c. Cruiser 80. But in this case the quickly detachable panels enclose the rear half of the machine; at the front there are steel legshields and a deeply valanced and guttered mudguard. Less pretentious is the pressed-steel mid-section fairing on the 171 c.c. Light Cruiser from the same factory.

The diversity of preference as between moulded plastic and pressed steel for fairings is evident among the other makes, too. The Royal Enfield Airflow dolphin-type unit, introduced first on the two-fifty Crusader and now available on all models, is in plastic. So are the panels concealing the crankcase, gear box and oil tank on the Velocette 349 c.c. Viper and 499 c.c. MSS and Venom. But sheet steel is favoured by Triumphs for the mid-section panels on the 199 c.c. Tiger Cub roadster and for the deep rear mudguard on the three-fifty Twenty-One and 490 c.c. Speed Twin. Steel is also used for the rear and mid-section styling on the new 324 c.c. Panther 50 Sports, the Ambassador Super S, the Sun 249 c.c. Overlander and 197 c.c. Wasp, and for the partial rear-wheel enclosure on the 328 c.c. Excelsior Special Talisman.

On the face of it, it seems surprising that models in small production can have the luxury of steel pressings, normally

reckoned to require very expensive steel dies. In some cases the answer is that the presswork is farmed out to specialists; for example to Ernie Earles, whose Elms Metals concern produces pressings from Kirksite dies made of Hoyt metal. Such dies are incomparably cheaper than steel dies and though their life may be shorter it is ample for the scale of production involved. A further economy is that the metal of the dies is easily reclaimed by melting.

Glass-reinforced plastic has obvious economic advantages for small-scale production inasmuch as very costly dies are not essential. But the ordinary wet-laying-up process is slow and sets a severe limit on output. Other teething troubles with the method have been rough finish on the fairing inner surface, and difficulty in obtaining consistent thickness and in excluding all air; if air bubbles are trapped in the moulding, exposure to extreme heat may give rise to blistering or cracking.

The latest technique used by the widely experienced Bristol aircraft concern (who make the Airflow fairings) solves all these problems. The glass mat is formed between male and female moulds and the resin then injected under pressure: the resultant moulding is free from air bubbles and has a fine finish on both sides and a uniform thickness. With the rapid spread of enclosure and weathershielding, future developments in the battle between steel pressings and plastic mouldings are of vital interest to the industry.

(To be concluded)

# Letters to the Editor



## Carburettor Icing

### Simple No-cost Cure on an LE Velocette

H. E. HAMMOND'S article on curing carburettor freezing (November 6) was most interesting. For some time this mysterious and annoying happening troubled me and when I winced at the price of a carburettor heater my local dealer told me to wrap string around the induction pipes. I did so and the trouble was cured. Doubtless Mr. Hammond's method makes a more thorough job of it and would work better under extreme conditions, but for the average conditions met in winter that would normally produce icing, the lagging method works very satisfactorily. If the string is painted black after being put on, it is very difficult to detect.

Incidentally, I do not remember having icing troubles with my former 150 c.c. LE; the bother occurred only with my 200 c.c. model. Possibly the greater volume of air drawn in through the carburettor in the case of the bigger-capacity model produces a more rapid refrigeration process.

London, S.E.12.

ALFRED S. PEACOCK

## Safety Helmets

### Riders Who Have Acquired Skill but not Wisdom

I WAS tempted to believe that the letter from Mr. Shepard (October 2) was written with a view to provocation rather than from any genuine hatred of helmets, but since the appearance of Mr. Ashenden's epistle (October 23) it would seem that we must have among us some riders who definitely subscribe to the views of these gentlemen. Such riders are to be pitied rather than condemned: their years of riding have undoubtedly given them skill but not wisdom.

Were all road users of the same high standard as these two, then there would be a genuine case for safe reliance on personal ability. But in every other accident—to be conservative—there is one innocent but none the less injured party. Even Bob McIntyre would be hard pressed to avoid an out-of-control heavy vehicle approaching him sideways—to quote one example within my ken.

Mr. Ashenden would appear to believe that the advent of the helmet has caused the motor cycle to fall into disrepute as regards safety. One has only to cast an eye over the registration figures of the past few years to realize that is not true. To advocate dispensing with a helmet on such grounds is comparable with refusing to wear a weatherproof because the general public might be led to think that motor cycles are too exposed to the elements.

Certainly the helmet as we know it has its disadvantages, not the least of which is the legitimate complaint of Mr. Ashenden that he feels cut off from what is going on around him. But that is a relatively minor sensation which it is possible to get so accustomed to that eventually it is unnoticed.

Addiscombe, Surrey.

"H TYPE"

## Braking Efficiency

### "The Motor Cycle" Not Entirely Blameless

WHEN I read your comments on the braking efficiency of certain motor cycles in a leading article in *The Motor Cycle* for October 9, I was pleased to find that a responsible authority was aware of these short-comings and consequently I feel bound to support the sentiments expressed by John Carroll (October 23). I have unfortunately possessed two of these "lethal weapons" (as he calls them) in motor-cycle form. Both had full-width hubs and an almost complete lack of braking power in the wet. Both had the same fault in that on being parked in wet weather, only for a matter of five minutes, water drained down the fork leg and entered the front brake drum, rendering



the brake quite useless. If the need arose to make an emergency stop the rider was often caught unaware, which on a six-fifty is tricky.

It is a constant source of wonder to me that equipment of this type is still being used on new machines and I cannot believe that the fault has not been reported by factory testers; after all, they work in all weathers.

Finally, and with regret, I would say that your publication is not entirely blameless. You have tested many of the machines fitted with brakes such as I have described and the braking comment has been limited to comparatively useless data on stopping distances and such descriptions as: "Braking power was excellent and fade-free at all times."

Birmingham 13.

P. PASHLEY

#### Give Stopping Distances from Higher Speeds

MAY I be allowed to add my comments to those of John Carroll (October 23)? I, too, would like to see stopping distances taken on wet roads and with the brakes wet, but what I consider to be even more important is that figures should be given for speeds in excess of 30 m.p.h. You give petrol-consumption figures at 30, 40, 50 and 60 m.p.h. Why not give braking distances from the same speeds? Few motor cyclists cruise at 30 m.p.h. and it is of little use to a rider cruising at 60 plus to know that if he slows down to 30 m.p.h. he will then be able to stop in, say, 30 feet.

I might add, however, that I ride a motor cycle which has been road-tested by your journal and, apart from the points I have mentioned, the road test gives a very accurate picture of the machine. All thanks to your journal for a very informative ninepence worth.

Bradford.

J. C. QUINN

#### Waiting for the Day

Service in Iraq—then Hey for that Venom

I ENCLOSE a photograph of myself reading your excellent journal on my bed. It was taken by a friend while I was reading about the 1959 Velocettes. As I want a Venom and have 18 months to do here in Iraq, the wistful expression is hardly surprising.

At the moment we are rather limited but I hope to obtain an ex-W.D. Matchless when things settle down. The only machines we see here are W.D. Matchless and TRW Triumphs and as they are Iraqi we get little chance to ride. It is a good advertisement for British workmanship that the machines run so well in summer temperatures of 120 degrees in the shade.

With the temperature at 120 degrees in the shade, LAC B. Wiltshire studies "The Motor Cycle" in comfort and dreams of owning that Venom



Although caked in dust they continue to perform very reliably, though I hate to think of the consistency of the oil in this temperature.

Please keep *The Motor Cycle* as it is—~~but~~ perhaps with more road tests. It is very popular here, even though a month old on arrival.

R.A.F., Habbaniya.

B. WILTSHIRE

#### Battery Location

Mr. Ritson Attacks Anew with Reinforcements

MY letter published on October 2 seems to have missed the mark somewhat, to judge by Mr. Tranent's reply on October 30. I was prompted by the description of an advanced design where the battery is shut in a compartment cheek by jowl with the carburettor air filter. The tool roll and horn are in the same compartment, for good measure.



"A piece of International Six Days' mud scraped from Bob Mann's Matchless at the Show—what am I bid?"

I am quite aware that sulphuric acid does not "fume" in the strictly chemical sense as does nitric acid. My Oxford Dictionary defines the word in one sense as an "odorous vapour" or exhalation, and it was in that sense that I used this word.

Perhaps not many people, nowadays, have been in a room where a large bank of industrial accumulators are housed and charged. The concern for which I work has such a battery room and, believe me, it is as much as one can stand to enter it when charging is in progress and it is even unpleasant long afterwards or, indeed, at any time. The fittings for this space are specially designed to resist the acid. It is even possible to smell the "fumes" a long distance away from the room.

Motor-cycle users tend to forget or overlook the fact that their batteries, normally in the slipstream and washed by rain, show little evidence to the senses of their corrosive contents. To me, this boxing up of the accumulator in a space little bigger than itself reproduces exactly the conditions I know so well in the battery room at my firm. That room is ventilated by a powerful fan. To preserve the verisimilitude, the same space on some of these new motor cycles is ventilated by the air intake! Hence all the fumes (I insist on the word) inevitably go straight into the engine.

Surely this makes nonsense of the efforts of the petrol companies to counteract the other acids resulting from the combustion of their products.

Mr. Tranent emphasizes the need for cleanliness by frequent wiping. Quite right, and it underlines one of the other points in my letter, namely, the need for accessibility to the battery, a point also increasingly denied in modern design.

Cardiff.

W. RITSON

#### The Southern Trial

Much Hard Work Put Into This Year's Course

TO me it is strange that Ralph Venables seems to give other people's views and not his own in his comments on the Southern Trial (November 6). It is also very strange that the



rider quoted happens to be one who did not do too well in the trial, although his team mates did quite well; there is little doubt that he felt disgruntled. What were Sammy Miller's comments, I could ask, or those of any other of the award winners? Quite a number of the less-experienced riders had few complaints to make.

Regarding the trial finishing in the dark, one reporter remarked on the habit of riders wasting time on sections. It is known that one well-known factory rider spent nearly an hour watching one section where Mr. Venables spent a lot of his time.

Much hard work was put into the Southern Trial—hours spent and many miles travelled in an endeavour to produce an interesting course but, as you are aware, some very good sections were lost at the last minute. So the organizers had to use the land they had—a little different from the Sunbeam Club and Mr. Venables, who hear of a good area, then get the local club to do all the donkey work. When the event is over and riders comment on the course, the Sunbeam Club or perhaps Mr. Venables claims the credit.

I hope that the local course used for the "Southern" will yet prove a good one, not for Sunbeam's benefit but for the sake of the hard work that will be put in by the Kent and Sussex Club, which is a member of the North Kent Trials Combine.

E. G. JONES

Tunbridge Wells.

## Couldn't Care Less

*Dealers Should Lose their Agencies Unless...*

LETTERS such as that from Mr. Budachs (November 6) make me boil. He states that the better-class dealers repair only machines sold by them. If that is so, I suggest either such dealers should have their agencies taken from them or be allowed to retain an agency if they undertake to repair any model of the make concerned. Better class my eye!

Has Mr. Budachs given a thought to the chaos which would be caused throughout the country if every dealer took this view? It would mean that few motor cyclists would venture outside their own towns for fear of being stranded. Why can't he be truthful and say that some firms get so much profit from selling machines and spares that repair work is only a sideline and that they have no claim to be called repairers, but rather maintenance engineers?

Hull.

"LWT 32"

## Preferential Treatment from a Local Dealer

YOUR correspondents' letters complaining about some dealers' service and repairs never fail to amuse me. One of your recent correspondents complained that somebody refused to repair a puncture because of pressure of other work. Does he

know that a good puncture repair outfit can be bought for 3s 9d and that the repair job is very simple? Presumably if this chap punctured out on the moors miles from anywhere he would stay there for ever, unable to do the job himself.

Another complained that he had been refused an immediate repair. While he has my sympathy in some ways, it is obvious that if his repair had been undertaken, somebody else's would have been put on one side. If my dealer put my machine aside to repair a machine that was purchased from someone else, I should be most annoyed as I expect preferential treatment from my own dealer. Indeed, I get it. My Lambretta once broke down over 70 miles from home and the job was impossible to do at the roadside. I telephoned my dealer. Two hours later his pick-up float was on the spot and my machine and I were taken back to Barnsley. Next day the job was done, with only a nominal collecting charge. That is my idea of dealer service.

I have no sympathy whatever for the chap who, dazzled by big advertisements and airy promises, travels to dealers miles away to buy a machine and then expects his local dealer to give him priority on spares and immediate repairs, and at rock-bottom prices.

Let me quote another example. I was in my dealer's shop about two months ago when a chap came to the counter and informed the manager that he had bought a scooter of another make from another dealer. He said his scooter would not start and asked that his machine should be collected and delivered to his dealer who had no means of collecting it! Almost needless to say, he was politely refused.

The moral is this: pick the right place to buy your machine. Barnsley.

"MKH 889"

## Sidecar Design

*Tail Fins Not Admired by This Enthusiast*

I FEEL compelled to write about the extraordinary design which appeared on page 578 of *The Motor Cycle* for November 6. I refer to the Blacknell Sportsman sidecar. Your remarks about American car influence are interesting, for in many European design circles those cars are now looked upon as a standing joke and it is sad to see sidecar design attempting to follow the same trend.

Good design is surely always simple, with nothing superfluous about it (look at the Ariel Leader, the LE Velocette and certain new scooters), and to see a sidecar such as the Sportsman labelled "advanced" design is a sad commentary on the taste of motor cyclists. From the practical aspect there are good points, as you note, but in appearance it is a design that ought to appeal to the mentality of a 12-year-old child.

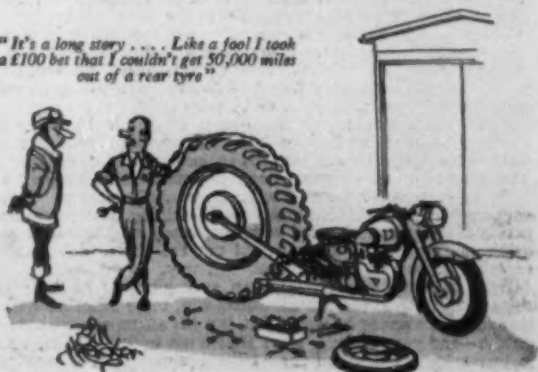
Who was it who said that American cars ought to carry a label on the windscreen as a sales boost: "Space helmet free with this model"? My old M21 would not be seen dead married to that chair.

R. C. J. WOODWARD

Tring, Herts.

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address.

"It's a long story... Like a fool I took a £100 bet that I couldn't get 50,000 miles out of a rear tyre"



# I Know Baeten

ONE OF THE GREATS OF GRAND-PRIX MOTO-CROSS

Ace Scrambler

JEFF SMITH Draws

a Vivid Pen Picture of

the 1958 World's Champion



Above is Baeten in repose and on the right in vivid action; he is leaping at the Sandpits at Hawkstone Park in the British Moto-Cross G.P.



"YOU can be a good rider with a good machine, but to win you must also have luck." These are the words of René Baeten, this year World's Champion in the rough-and-tumble school of international moto-cross. The title was not easily won, for it is a goal at which Baeten has been aiming for the past ten years. During that period he has steadily built up a vast experience, gradually formed that dynamic yet so effortless riding style, until this year all his scheming and planning ran nicely together to form the coveted golden ingot.

Baeten today is the supreme stylist. No one on the grand-prix stage is faster, no one displays the same effortless air. He never appears to be hurrying. Relaxed and at ease, he pilots his F.N. with almost uncanny skill on the most diabolically severe going. You who saw the Moto-Cross des Nations at Brands Hatch last year, or have watched Baeten deal with all the problems of Hawkstone Park, will know what I mean. He is genuinely the master and he wears that world crown as worthily as have his most-celebrated predecessors.

Fair, 31 years of age, standing a little over 5ft 6in in height, René is stocky and well proportioned, agile and extremely fit. His early wildness (and he readily admits that he was wild) is now tempered by the fires of international competition. Of riders in the field today only our own John Draper can rival him in experience. "I ride hard," says René, "and I ride to win." That is no idle boast, for it comes from the man who was three times Belgian champion before winning the world title.

Moto-cross in Belgium is in a far higher key than it is in this country. It is a ferocious game, played before large crowds—regularly as large as 12,000. Fittingly, exponents are well paid for the entertainment they provide—and the incentive to do well comes in the form of large sums in prize gold.

From the outset of his moto-cross career in 1948 Baeten intended to climb as high as his talent would allow. Yet by 1950 he had raised himself into the senior class and was delicately poised on the last stepping stone to international status. To build up stamina for the time when he would become an "international" he went regularly to physical-training classes; and that period of dedication, coupled with his already moderate food and drink consumption, quickly ironed out the flaws. He became superbly fit, and he keeps himself that way.

Even in those early days Baeten gave glimpses of the great things to come; sometimes he would win, more often he would lose and occasionally he would fall, but his attempts were always serious—and noteworthy. René Baeten has in full measure what in boxing circles is called the "killer instinct." In scrambling,

for want of a better term, we say he has the "will to win"—that tigerish singleness of purpose which is the prerequisite of all world's champions in whatever sport.

In spite of his determination to win, Baeten is a scrupulously clean rider. Accidents and misjudgments take place in moto-cross as in almost all other sports. But, those taken into consideration, no criticism can possibly be raised against him. I have battled with him on many occasions, but I have never once known him try "crowding" tactics.

The year 1951 saw Baeten take a vast stride forward to land himself well and truly in the international arena. From then on he raced against the best of the world's scramblers, both at home and abroad. And the cream of the world moto-cross exponents at that time came from Belgium also—Auguste Mingels, Nic Jansen, Victor Leloup and a host of others. He was in the company of the great and he was an eager pupil. And that he studied hard is evident from his 1954 record which included second places in the European and Belgian championships. A year later he took the Belgian title. And he repeated the performance in 1957. By that time he had become Belgium's premier rider, and it seemed that he could not be kept out of the world chair for very much longer.

During these years of international racing and travelling abroad Baeten displayed yet another talent. He became a linguist of some note, which is not surprising, for he loves to chatter. Words literally tumble from him—and he usually addresses whoever he is with in their parent tongue. He now speaks English, French, German, a little Italian and Swedish, besides, of course, his native Flemish. He has a wonderful knack, too, for translating funny stories from one language to another and still making them sound funny! A delightful table companion,

full to the brim with lively wit, he is today as popular with riders and organizers as anyone in moto-cross.

This year has seen Baeten's crowning achievement. "From here I can only come down!" he says. He realizes that he is growing "less young," and for a time at least that restless inner spirit that has driven him from peak to peak is satisfied.

René has given us all an example of grit and determination which will be hard to equal. His finest win this year was in the Swiss Moto-Cross Grand Prix when, after following Bill Nilsson's back wheel for 18 of the 20 tortuous, dusty laps, he pulled out all the stops to take the chequered flag 50 yards ahead. More than that, he finished relatively fresh, while Nilsson (then reigning champion, remember), was so exhausted that he could not attend the prizegiving in the evening.

Another great ride this year was Baeten's wonderful win in the Belgian Moto-Cross Grand Prix at Namur. On that day, Prince Albert, brother of King Baudouin, was present among local dignitaries in the grandstand. Three times Nilsson passed René on the far side of the course, only to be repassed on each occasion immediately in front of the grandstand from which the Prince was watching.

Like approximately half of the Belgian population, Baeten is Flemish, and always ready for fun and games of any description. That grin! Here is a tale that may be worth the telling. When Baeten returned to Herentals, his home town near Antwerp, after the Luxembourg Grand Prix where he had gained the

points which made him undisputedly World's Champion, a civic welcome was laid on in his honour. The town band was turned out and a public holiday was proclaimed!

But coinciding with René's championship win, Rik van Looy had won the cycling championship of Belgium and had also brought his trophy home to Herentals. So there was double reason to celebrate. During his speech at the banquet that night Baeten said, "In moto-cross the champions do not receive such colourful jerseys as these cyclists do; if I am ever to have one I suppose I'll have to start pushing pedals." But having such a challenge thrust at them the Belgian federation (an organization equivalent to our A.C.U.) rose to the occasion. And "rose" is quite the right word.

On the following Sunday at the Moto-Cross of Mol, an officer of the Belgian army did a spectacular delayed parachute jump from 12,000 feet, opening his chute at 300 feet, which seemed much too late. He landed safely, however, went up to René as we all waited on the start line and handed him a rainbow jersey—an exact replica of the cycle champion's! This little presentation was organized by members of the Belgian federation, and is a fair measure of the esteem in which the country's moto-cross ace is held.

Baeten's three Belgian championship trophies are housed in the Herentals museum. And before he finally hangs up his leathers he can be guaranteed, beyond all reasonable doubt, to add further to that display.

*Dramatic scene from the 1958 Moto-Cross des Nations at Knutstorp, Sweden. In the lead is John Draper (B.S.A.), of Britain; second, riding No. 37, is Bill Nilsson (Crescent) of Sweden, and third, No. 1, Baeten on his F.N.*



# The Distinctions Crumble

MARY CARMICHAEL VIEWS THE SHOW SCOOTERS AND LOOKS TO THE FUTURE

SOMETIMES an industry needs a sharp jolt before a trend, long overdue, can become fully established. Indisputably, I think, scooters have given that jolt to the motor-cycle industry. But now the shock is over; controversy has subsided; clean lines and clean riders are now the rule on both scooters and conventional machines. Flat floors or footrests, rear- or forward-mounted engines, hand or foot gear changes are becoming features of individual machines rather than typically "scooter" or typically "motor cycle."

Only one distinction remains. A motor cycle is, by definition, a powered bicycle and therefore a plebeian mode of transport. A scooter, on the other hand, has no special appeal to the artisan classes; it is in name and nature classless. The psychological rift is deep but not wide. A little common sense, some inspired word-juggling when the right moment arrives—or, better still, a brand-new model—should bridge the gulf with ease.

Physically, there is little to choose today between motor cycles and scooters. Motor cycles are rapidly smooth-panelling themselves; some wheels have shrunk; colours are more daring; designs are cleaner, more urbane. These changes have been very noticeable. Less evident, perhaps, are the changes in scooters which are making them more acceptable to motor cyclists: changes which give scooters rider-appeal as well as beauty.

Scooter wheels are getting bigger; so are scooter engines. The foot gear change is increasingly favoured. The footboard no longer has to be a square, flat floor; it can be shaped, plan-wise, and can have a high, 'tween-feet channel without provoking an outcry among scooterists.

Scooter buyers, then, may be motor cyclists; they may be car drivers or cyclists; or they may be young folk looking for a comfortable, economical initiation into the wide world of the open road. Wandring among the Earls Court stands last week, every visitor received a series of instantaneous superficial impressions of different scooters. Before he had discovered anything about

a model's engine size, weight, control layout or price, a positive feeling of like or dislike had already been implanted in his brain. What could an exhibitor do to make that all-important first impression favourable?

Good standmanship was the answer. A single well-lit model, in its own small enclosure, perhaps revolving, like the two well-displayed B.S.A. scooters; or somersaulting, like the Vespa; sectioned in attractive colours, like the split-down-the-middle DKR; or framed by tiers of flowers, like the Manurhin Hobby; one such bold display piece can attract the casual stand-stroller far more compellingly than would an equal area crowded with identical models in different colours. Economy of effort with extravagance in materials is the secret. Lambretta are past-masters of this art: their stand featured highly polished wood-block flooring, lavish flowers, bunched blue velvet beneath the wheels of their revolving scooters and padded red leathercloth arm-rests for spectators.

Once the visitor has been lured on to the stand, a second skill is required to hold him there as long as possible. Vespa, Ferodo and the Isle of Man had crowds watching their film shows; Manurhin had working engines which appeared to be popular but not always understood, and a "book" which flapped open so slowly that it was impossible to imagine anyone waiting long enough to see the publicity slogan on the next page. The speed at which models were made to turn was also boringly low in some cases; I wonder whether it would be possible to gear a revolving stand to spectator density?

The prospective buyer is on a stand and studying the scooter. At close quarters, he is specially conscious of its bulk and shape. A balanced appearance may have no connection at all with stability on the road—a massive front end, such as that on the DKRs, may or may not improve road-holding as compared with the sleek slimness of the Vespa's front fairing, but it does create an impression of well-distributed weight as between the front



On the left a comparison between the orthodox slimness of the Vespa and the snub nose of the DKR. Below is shown the elegant fascia and useful glove box of the Malcoletta





"On the Phoenix the whole back bonnet can be removed very easily"

and rear wheels. To a girl rider a Roman scooter nose may suggest that the machine is heavy to handle; to a man the apparently even distribution of mass around the centre of gravity may make a theoretical appeal. There are two of the opposed aspects of the scooter: is it to appear neat, light and handy or big, strong and graceful?

The general trend at Earls Court seemed to be away from ostentation and bulk. There is ever-increasing interest in smart three-wheel cars; but two-wheel cars such as the Maicomobil look rather too much of a handful on the road. In general, scooter saddle heights seemed reduced (if not by much) and wheel diameters, as I said earlier, increased. The combination of low body and big wheels should spell a high standard of stability; certainly that is what it suggests. Among several examples of handy-looking machines three of the most outstanding were the familiar French Moby Scooter, the smart new Guizzo from Italy and the new Puch Alpine model.

Ideally, of course, scooter shapes ought to be distinctive as well as attractive. The plastic-bodied Bond is a brilliant new design which looks very dashing. The Czechoslovak Jawa-CZ Cezeta is snub-nosed, like the well-known Peugeot Elite, which is now being superseded by the more graceful Elegante. (It is said that the public are not enthusiastic about carrying luggage on the scooter nose. If this is so, what has repelled them? Excessive weight on the front wheel, untidy appearance or limited capacity. The answer might provide an interesting clue to scooterist psychology.) Established models are gradually eliminating over-fussy decoration. Lambretta, always notable for graceful simplicity of line, has embodied even smoother styling into the new Li models. The Vespa Clubman dispenses with ornamental louvers on the rear pods, as does the Gran Sport. The two new B.S.A. and Triumph scooters are notable for their big expanse of plain panelling.

An odd scooter-styling note, by the way, is that several machines, Bond, Maicoletta, Terrat, Manurhin and Zündapp, all feature what look like portholes on their rear bodywork. Does the scooter indeed have an affinity with the schooner—in its smooth docility, perhaps?

Colour, too, has an instant emotional impact. Black is dead or dying; pale pastels are now usually paired with bright colours. Some daring colour innovations are brilliantly successful, but occasionally what might have been a striking effect was ruined by too many gaudy alternatives at close quarters. Far better for each model to be offered in only two or three colour schemes, which can then be truly distinctive: the Maicoletta's sober grey, charcoal and red, the Puch Alpine's two-tone blue, the shocking pink and ivory of DKR (echoed so effectively in the companion Bambini on the Watsonian stand)—such colour combinations were good in themselves and memorable as belonging to particular machines.

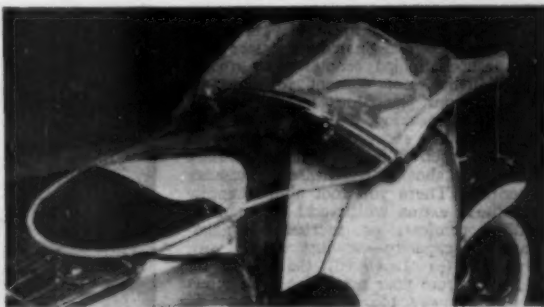
General specifications being equal or very similar, it is still

possible for one scooter to score hugely over its rivals by its special amenities. Cubby holes in the weathershield cannot be big, but they can be very useful. The Dayton Flamenco, Bond, Phoenix and Maicoletta all have good glove boxes: some lock, some don't. Handlebars look better faired or enclosed; few machines can offer a fascia so elegant as that of the superlative Maicoletta, but most achieve at least steering-head neatness. DKR offer as an accessory a polished light-alloy handlebar fairing which conceals cables, looks smart and will fit almost any bar.

Another useful accessory which they and other makers list is a padded backrest for the pillion passenger. An electric starter is a first-class sales point for non-motor cyclists; so, undoubtedly, is the Hobby automatic transmission. Mirrors, shopping baskets, luggage bags of all kinds—can be supplied as extras for most machines. The Swedish Monark scores by offering a windscreen which can be folded down to form a saddle-cover as a standard fitting. Accessibility is something for which most scooters rate high marks; on Maicoletta and Phoenix the whole back "bonnet" can be removed very easily, and on most other models it is the work of a few moments to remove the back panels.



Above is shown the sensibly waisted floor on the new Sun Wasp and, below, the Monark screen folded flat to protect the seat

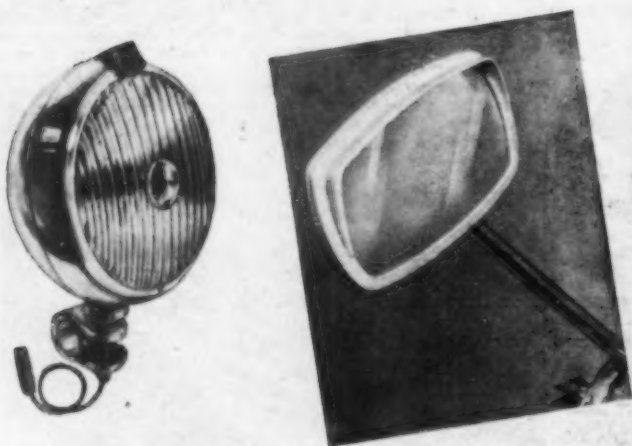


Before leaving the Show, I gazed a little at some of the more outstanding new motor cycles, the Jubilee Norton, the Ariel Leader, the Francis-Barnett Cruiser, the Airflow Royal Enfields, and mentally rearranged them a little, reshaping and relocating the fuel tank and moving the engine six inches back (the wheels had to be reduced a little to allow for this!). How long will it be, I wonder, before we see the same model in two versions, with or without open floor? Shall we have a Jubilee Scooter—and later, perhaps, a single model embodying the qualities of both?

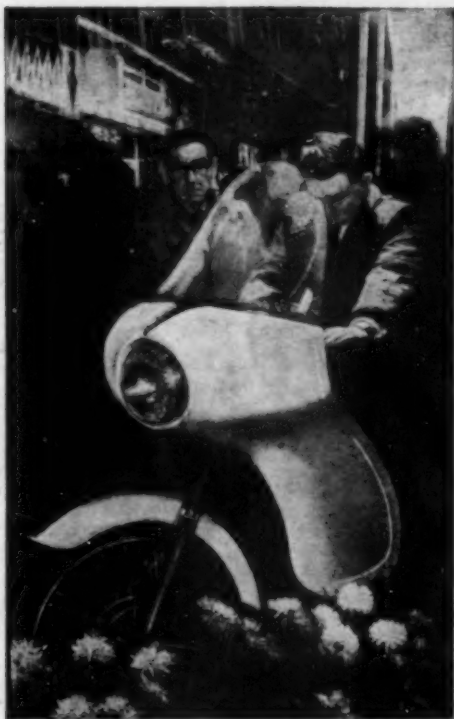
Three Show exhibits hinted at the way this might be done: two scooters with deep mid-floor channels, the Dayton Continental and the Zündapp Bella, and one motor cycle, the visionary LE Velocette. This year drab and unadorned, the LE stood unobtrusively on the Velocette stand; but unprejudiced visitors with an eye to the future must surely have paid it silent homage as the first of a brand-new breed. The challenge is clear. Will no other designer accept it?

# Balcony Scene

BOB CURRIE Presents a Survey of Some of the More Interesting Accessory Exhibits at Earls Court



Left: Neat fog lamp by Wico-Pacy.  
Right: Motoplas handlebar mirror with coloured polythene head



Show-time scene at the Mitchemall Stand, where a visitor samples an Avonair-faired Triumph

NO doubt about it, my friend; whether the apple of your eye is a 499 c.c. Sparrow roadster or a 125 c.c. Ladybird scooter you are an individualist, not content for long to accept your machine as catalogued. Generally speaking, just as soon as your finances have recovered from the initial blow imposed by a new purchase you are off like a shot to the nearest accessory counter. There you root about happily for those extras which add so much to riding comfort, or increase luggage-carrying capacity—or just make your Sparrow (or Ladybird) that little bit different from your neighbour's. I know; I get that way, too.

What, then, had those glittering stands up on the Earls Court balcony to offer us in the way of novelties both flippant and practical? Plenty—but to keep to some sort of plan we may as well start at the front of the machine and work back—from accessories before to accessories after.

For scooterists Kerry's displayed a trim little badge bar for attaching to the front of a weathershield, fully chromium plated and costing £1 7s 6d. And to clip to the bar were chromium-plated and enamelled badges with local and national emblems, regimental crests or signs of the zodiac at 16s each. From the Desmo range, a badge bar is listed at £1 10s.

Still on the badge theme, the S.T.L. folk displayed a selection of Nunamel



In plastic, the Croven Sportsman case for carrier mounting

badges, again with various national emblems—the Welsh dragon, St. Andrew's Cross, Irish harp and so on—but these are of a different type, made from plastic and with a self-adhesive back. No badge bar needed; just stick them to the front of the weathershield or, for motor cyclists, to the rear of a pannier box or mudguard.

For Lambretta owners, on the Britax stand were most unusual, very practical safety bars (for fore and aft fitting) at

£7 7s for a complete set or £4 10s for the double, forward loop only. Britax also showed a range of tough-looking safety bars for motor-cycle use and, of course, a bar of that type makes an admirable mounting for a spot or fog lamp.

Another topical note was struck by Wico-Pacy—with a pair of new auxiliary lamps, each with a tell-tale prism in red plastic on the rim. Price, for either the spot lamp or the fog lamp (the latter has a ribbed, amber-tinted lens) is £1 18s 6d, including a clamp for bar mounting.

Other concerns in the auxiliary lamp market include Lucas, Britax, Desmo, S.T.L. and Miller. Indeed, the Miller range includes lamps of two lens diameters, with plain or amber lenses and each with a rim so shaped as to form a neat little cowl. Prices of the 4½ and 5½-in-diameter lamps are £1 10s and £2 respectively.

Also on the Wipac stand (but, in fact, of Clear Hooters make) a paired set of wind horns attracted much attention. No price had been decided up to Show-opening time but it was later announced at £4 a pair. Wipac also showed a very compact battery charger designed for permanent attachment to a motor cycle or scooter. Leads from it are simply plugged into a mains supply point during the machine's overnight stay in the garage. Price is £2 15s.

Trials and scrambles enthusiasts would certainly appreciate the chromium-plated,



*Variations on a theme. Right: Elegant Wistonia Travelmaster pannier equipment. Left: Prototyp tail box for the Triumph Speed Twin and Twenty-One in plastic by Motoplas. Below: The Starleto set with substantial bumper bar*



braced handlebars in the Doherty display. A normal-width braced bar is listed at £1 4s, while there is an extra-wide pattern at £1 12s. Doherty's are the originators of the trim Unigrip fittings, employed on many of the 1959 models, in which the control-lever pivots are combined with the twistgrip and dummy-grip clamps. At first intended for use in A.C.U. speed events, ball-ended plastic sleeves with moulded finger grips are now made in half a dozen gay colours; the price is 2s 9d a pair.

For mounting on a handlebar, Motoplas have produced the aptly named Gay-Plas rear-view mirror, with a lens holder in red, green, blue or grey polythene. In the rectangular pattern, price 11s 6d, the moulded polythene is projected forward over the upper edge of the glass to give a cowl effect; circular mirrors in the same range cost 10s 6d. Another unusual mirror, by Stadium, is the pear-shaped Seemaster at 17s 6d, in which the glass is mounted in plastic in a chromium-plated head.

A novel idea by Wistonia is to substitute for the normal handlebar clip of a conventional rear-view mirror, a special clamp for attachment to a windscreen support strut; standard mountings are available for  $\frac{1}{4}$  and  $\frac{1}{2}$ -in-diameter struts, and there are special types for the Italian-made Benzi scooter screens. For a flat mirror the price is £1 6s 6d, while



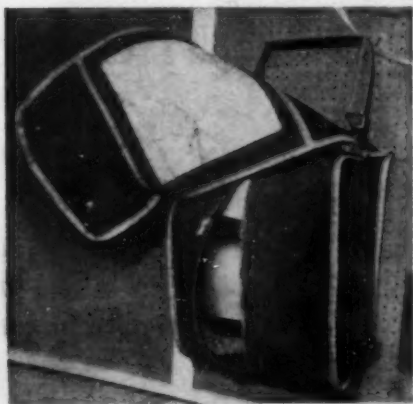
a neat convex-lens mirror costs £1 7s 9d.

The list of handlebar windscreens, of course, is almost endless; new styles, however have come from Motoplas, Stratford and Avon (Mitchenall). Designated Tri-Point, the Motoplas range features a triangular main support of  $\frac{1}{2}$ -in-diameter steel rod with a  $\frac{1}{4}$ -in cross brace and three moulded-plastic attachment points for the double-curvature Perspex blade. Badge clips are available for the cross-brace strut, and up to three badges may thus be

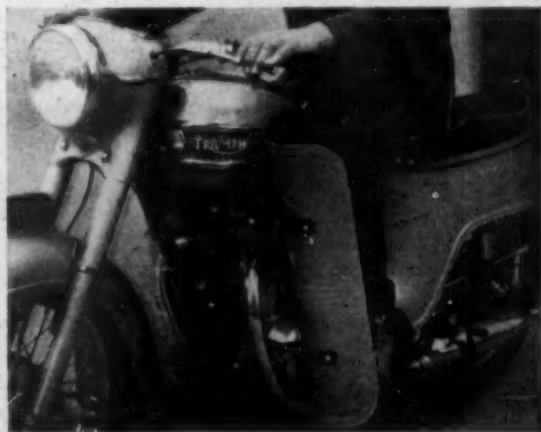
mounted inside the screen. Supplementing the well-known Avon fairings, Mitchenalls now list a dolphin type, the Avonaire, made in two sizes. For larger-capacity models the cost is £24 17s 6d, and for £1 less there is a smaller model for up to two-fifties. Mitchenalls also market scooter screens with a moulded apron in glass-reinforced plastic, while Stratford have similar screens with aprons in glossily finished semi-rigid laminated plastic. Also by Stratford is a moped screen, with legshields in smart, grey semi-rigid plastic especially for the Raleigh moped.

Luggage-carrying equipment takes a variety of forms. For instance, M.C.E. were showing a handy, chromium-plated steel, tank-top luggage grid with four suction cups, and with webbing straps to pass beneath the tank. A larger carrier from the same firm is fabricated from chromium-plated steel strip and is intended for bolting to the locker door or rear panel of a sidecar body. Price of the tank-top grid is 16s 6d, and of the sidecar carrier £1 5s.

A novelty by D. Lewis is the Carripak, at £2 19s 6d. A commodious holdall, held to the tank top by webbing straps around the steering head and saddle nose, it may also be used as a rucksack. It comprises a rubberized-canvas bag, the underside of which is padded to protect



*Left: Capacious tank-top holdall—the D. Lewis Carripak. Right: Patrol legshields are rearwardly mounted for greater knee warmth*



enamel; it is fitted with a lockable slip-fastener, which is protected from rain by a large flap cum map holder with transparent plastic window. Two helmets and other oddments can be accommodated.

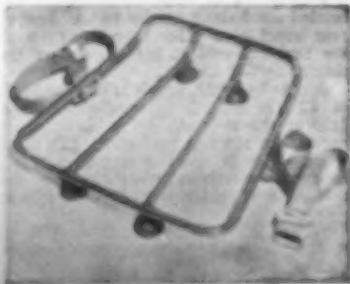
From Wintonia comes the attractive Travelmaster pannier set for use with the Wintonia rear carrier (which has an extensible back rail). The set comprises special side frames, to which the pannier cases are secured by a lockable quick-release upper clip. Finished in various colours, the boxes are made from flat-tempered-aluminium sheet, a process which gives the appearance of leather—and, of course, they have lockable lids. For motor-cycle use the carrier is priced at £2 9s 6d, pannier frames are £2 12s 6d set, and the boxes are £7 10s a pair; panniers are also made for scooters. The cases are the same price as those for motor cycles but frame and carrier prices vary according to the scooter. For Lambretta, the carrier (with provision for carrying a spare wheel) is listed at £3 9s 6d, and the side frames at £2 14s.

Pressed steel is used for the carrier and pannier frames of the Starletto set shown by S.T.L., while the non-detachable pannier bags are in stressed Vynde. Completing the assembly is a substantial bumper bar which adds rigidity to the lower edges of the side frames. The Starletto set costs £6 15s.

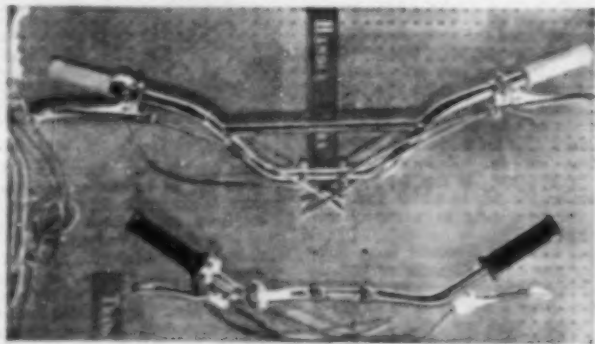
Long noted for quality travel equipment, the Craven concern has recently introduced a smaller carrier frame with dependent side loops of the type first seen on the Craven carrier for the Triumph Twenty-One. Use of the subsidiary loops is made in the method of attaching the standard, rectangular side



*Above left: For the Raleigh moped, Stradford laybuckle in glossy plastic. Above right: Unusual Britax safety bar for the Lambretta. Below: For the scrambler or trials man, a braided handlebar from the Doherty display*



*Above: Strap-on tank-top grid by M.C.E. Below: Shows by Kerry's, a badge bar for a motor number-plate*



cases. Upwardly projecting pegs on the carrier lower loops engage with rubber-bushed sockets at the upper rear of each case while, as before, a special Dean fastener is employed for the lower, single mounting.

Entirely new is Craven's Sportsman top case, styled in glass-reinforced plastic and designed for permanent attachment to the carrier. The plastic is coloured, and set off by two light-alloy bands; the lockable lid is curved and the sides of the case flare outward slightly. Price is £3 7s 6d. Much the same styling is followed in the larger-capacity Fairline top case at £4 7s 6d.

Glass/polyester is also the material chosen by Münchenhals for the new sleekly styled Avon Showaway pannier cases. Again, lockable lids are provided. The cases are matched, finished in various shades and cost £13 17s 6d. Under development by Monoplas (and exhibited at Earl's Court on a Triumph Twenty-One) is a tail box of horseshoe form which extends around the rear part of the wheel

enclosure and embodies a facing for the rear lamp and number plate; the price has yet to be fixed.

Perhaps there is still room to squeeze in a mention of a pillion-seat back rest for Lambretta models, by Wintonia; of clamp-on prop-stands with angled or straight clamps for most motor cycles by M.C.E. (priced at 16s 6d); of fitted rocker-box plugs, with a longer threaded portion than standard, for Triumph twins by Britax; of trim pannier-bags for mopeds in general and the Raleigh in particular by Brooks; and of a windscreen visor, price 13s 9d, by Patrol and suitable for clipping to most standard screens.

And there you have it—a review of accessories from nose to tail; space is running out, and I have still only skimmed the surface. Oh, yes, that Show on the ground floor at Earl's Court had attractions galore. But if I may be allowed to quote an old-time music-hall song: "The one I love is up in the gallery!" and if you skipped that one then you missed a great deal.

## COMPETITION *Commentary* BY RALPH VENABLES

# Pity "Scott" Riders!

**Does Competing in the Yorkshire Classic Make Sense? : How Much for a Trials Model? : Another Botting Special**

**B**EARING a Birmingham post-mark, a letter received last week was signed "Once Bitten." The Scott Trial, by my correspondent's reckoning, is an overrated pastime. He twists my tail, hard, for claiming that it helped to breed riders of the right type. How could I praise any event in which nearly 120 competitors retired (as was the case this year); how could I disregard the cost of replacements and repairs? "I rode in the Scott Trial once," ran his letter, "and by the time I'd finished one lap the mud and rocks and water had reduced my brand-new machine to scrap. Is it any wonder that I rode only once?" My correspondent may be a little shaken to learn that Allan Jefferies competed in seven Scott Trials before he managed to finish!

**T**HE letter goes on: "You have only to examine the machines at the finish to see what I mean. I was there this year—as a spectator—and I don't think it would be an exaggeration to say that damage was done amounting to about £1,000. Does that make sense? Nobody today can hope to win a trial without spending £200 on a machine."

**S**INCE he asks, I would say that riding in the Scott Trial does make sense. But what *doesn't* make sense is his contention that nobody can win a trial until he has lashed out with at least £200. Only a day or two previously I had ridden a pre-war o.h.v. two-fifty which had been bought for £5 and had a further £15 spent on it—and I would be as happy to ride that as a £200 trials model in the same capacity class. Mind you, it has been modified by somebody who knows all the answers—but the fact remains that the total cost was only £20.

**T**HE model was bought by Jack Botting, and it started life in 1939 as a 248 c.c. Panther. Botting altered the frame to give 7½ in ground clearance and to improve the handling, fitted a smaller Amal carburettor to give more low-speed punch, grafted on a Norton primary chaincase, clutch and four-speed gear box (with sidescraper) and substituted a Matchless Teledraulic front fork for the existing girder; the front wheel also is Matchless and the rear wheel is from a Triumph. That done and he has a cobby little machine which would be a joy to ride in any trial. On the sort of terrain where it is mostly used (W.D.

heathland in the Aldershot area) the absence of rear-springing is no drawback.

**A**T 52½ in the wheelbase is just about right. The weight is 274 lb ("too heavy," says Jack). Botting has been competing in various forms of motorcycle sport for 24 years and was a mem-



Jack Botting in action with his two-fifty Panther special in the West London Trophy Trial. The machine was bought for £5 and had a further £15 spent on it.

ber of the Francis-Barnett team from 1950 to 1953. He began in grass-tracks, moved on to scrambles and finally to trials. He had enough ability to let him tie with Bob Ray for best performance in the 1951 national Beggars' Roost Trial. In many ways it was Botting (and his Francis-Barnett team-mate, Brian Martin) who first proved that a two-stroke could hold its own in national trials. Jack won a gold medal in the 1951 International Six Days' Trial (in Italy). For the past five years his trials riding has been severely curtailed.

**B**ACK in August I quoted some comments from a reader in South Australia, bemoaning the fact that the authorities were clamping down on the sport—especially on long-distance trials. Now comes a letter from Lewin Phillips, of New South Wales, who points out that

the ban applies only to South Australia. "In New South Wales and in Victoria, also," he says, "long-distance trials are still common. In October we staged a sidecars-only trial over 150 miles."

**S**CRAMBLING in Australia, too, is on the up and up. Victoria is the leading State but Western Australia has a scrambles circuit that would rank with Europe's roughest and best. Races on that particular course are real marathons and cover periods of anything up to six hours per race! I can well believe Phillips when he adds that events thereabouts would demand the very best from such moto-crossers as Kené Baeren, John Draper, Bill Nilsson and Jeff Smith. And now I can see the horrible significance of a remark made to me by Tim

Gibbes recently. "Australia is a much bigger place than England," he observed, "with much bigger blisters."

**T**HE announcement that the 1959 International Six Days' Trial may be staged in Czechoslovakia has not been received with shouts of joy. An embargo by British manufacturers (as occurred in 1957) is again possible. That being so, then the outcome of the Auto-Cycle Union's suggestion to introduce special tests is of less immediate concern (to us) than would otherwise have been the case. But I gather that when the F.I.M. sporting commission meets in Paris early next year the acceptance of the A.C.U.'s suggestion is likely to hinge on whether the proposed tests could cause a competitor to lose a gold medal or whether (as I have always advocated) they would be used only to decide team ties.

# On the Four Winds

By "NITOR"



George Ward proudly displays his Auto-Cycle Union Road Safety Badge to fellow members of the Burton Club (see "Danger—Leaves")

## IN THE CLEAR

Trials enthusiasts can breathe again. The amendments to the regulations on lighting (this column last week) have been circulated in draft form and it is now clear that if any vehicle is intended for day use only, lighting equipment need not be fitted. When the Minister of Transport first stated in the House that before vehicle tests could start the law would have to be amended to make it compulsory for lights to be in order at all times—not only during the hours of darkness—it seemed possible that the ruling might apply to trials machines. Just before the draft regulations appeared on my desk the Editor received a letter from the Ministry which read: "You may be assured that the regulations will . . . exclude from the need to pass a test of lighting equipment those vehicles which, because they are never used at night, are not fitted with any lamps or means of generating electric current or other type of energy for lighting." Full marks to the legal boys for remembering the sport.

## DANGER—LEAVES

The first motor cyclist in the North Midlands to be presented with an A.C.U. road-safety badge is George Ward, a 46-year-old lorry driver of Byrkley Street, Burton on Trent. Mr. Ward is a two-model man in his spare time, running a five-hundred Matchless and an N.S.U. Quickly. He has been riding since 1935 and truck driving since 1938—including his war service in the Middle East and Italy. During all these years he has been involved in only one accident: when he encountered a patch of wet leaves and shot into the gutter. So he issues a warning—and it is one

that might be heeded by all who are relatively new to the motor-cycle game. "Watch out for wet leaves and be very wary of surface conditions under trees." Any other pointers? "Yes, says Mr. Ward." Courtesy should always be the watchword."

## ENTHUSIASTS ALL

If you are a poultrykeeper you will need no reminder that the National Poultry Show takes place in London—at Olympia—on December 10, 11 and 12. The show is the biggest in the world, so that the adjudicators must all be experts in their sphere. One of the judges at next month's "National" is also a motor cyclist, W. H. Henderson, who uses his machine for travelling from his home in Scunthorpe, Lincs, to shows wherever they may be. And no, Postlethwaite Minor, he does not confine his judging to Bantams. One never can tell where a motor cyclist is likely to turn up—in any walk of life. During Show week, for instance, two members of the industry were lunching in a Kensington hotel and talking motor cycles; and unobtrusively, and with Jeeves-like deference, their waiter glided around the table—but his ears were keen. In a lull in the conversation he leaned forward and in a hushed, respectful voice asked, "Could either of you gentlemen give me advice on the front suspension of my twin? I've talked it over with the chef, who has a similar model. . . ." Somehow I just can't imagine a rider in a tall white hat and apron, and another in tails, bowling sedately down Knightsbridge!

## OFF TO THE MOON

Of course, sooner or later it had to happen. An advertisement in a French contemporary journal describes and illustrates a space-type, transparent, globular helmet for motor-cycle use in winter. The helmet encloses the rider's head and face, rests on his shoulders and is held in place by straps passing under the armpits. The device does not go quite so far into the realms of fantasy as that ear-wiggling wiper I pulled your leg with a week or two back. But it nearly does . . . very nearly. . . .

## BYPASS BOTHER

In a blaze of publicity the Meriden Bypass, a five-mile stretch of beautifully graded highway that leaves the famous centre-of-England village in a backwater, was officially opened by the Minister of Transport. But already, it seems, trouble of an unexpected kind is arising. The old road, now diverted at its Coventry end to meet the bypass at right angles, possesses a scattering of factories, among them the extensive Triumph motor-cycle plant; and when the knocking-off whistle blows, Coventry-bound workers pile up in a frustrated heap, waiting their chance to slip through the almost-continuous stream of heavies to gain the far lane. Temporary traffic lights, police operated, have been erected, and a long-term plan is being considered to divert Meriden-to-Coventry traffic across one of the overbridges then down a sloping lead-in road. In two years' time, according to one estimate, the diversion will be ready. But surely such night-time jams should have been foreseen when the bypass was first planned.

## THAT YOWL AGAIN!

By way of the grapevine I learn that the blood-stirring note of the fabulous three-cylinder Scott will soon be heard again. Alas, however, not from an engine powering a machine speeding over highways and byways. A new version is being developed for use in high-speed watercraft. Prototypes will be ready soon and plans are being laid for a production of the order of 10,000 in ten years. What price one of those, you bitza 'thusiasts?

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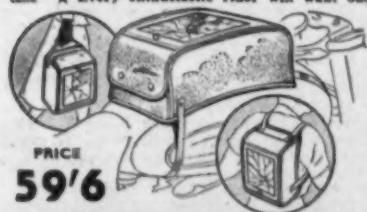
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# COINCIDING WITH THE SHOW

THE ROUND OF PRESENTATIONS, DINING AND WINING, FILM  
SHOWS AND MEETINGS HELD IN LONDON LAST WEEK



At the Triumph banquet: A. J. Mathieu, export manager, Edward Turner, managing director, R. B. Parke, economic secretary at the U. S. embassy and Mrs. Parke

OUR London Show is more—much more—than the world's largest and most varied display of two- and three-wheelers. It is a great gathering of dyed-in-the-wool motor-cycle enthusiasts, of racing, scrambles and trials stars, of manufacturers and dealers, of businessmen who sell British machines in far-away lands, and of foreign journalists. It is a golden opportunity for honouring winners, for entertaining, for club functions, for talking . . . and talking . . .

Here, then, is a selection of reports on the highlight activities attended by members of *The Motor Cycle* staff.

## Presentations

"THIS father and son partnership is a wonderful example of parental encouragement." In those words Graham Walker rounded off his introduction when presenting the Pinhard Prize for 1958 to Mike Hailwood on the R.A.C. Stand on Tuesday. Mike also received the replica and a cheque for £5. As usual, his father was on hand to give moral and smiling encouragement before the notable company which included Len Heath, the donor of the trophy and president of the Sunbeam Club, J. C. Lowe, chairman of the A.C.U. competitions committee, R. T. Newbery, secretary of the Pinhard Fund and Ralph Venables.

The Trophy is in memory of Fred Pinhard who founded the Sunbeam Club and was its secretary until he died in 1948. It is awarded

annually for the most outstanding club sportsman under 21 years of age. Second to Hailwood (Oxford Ixion Club) this year was David Bickers of the Ipswich Club and third, Colin Lambert, Sunbeam.

AN OUTSTANDING achievement on a scooter was recognized on Wednesday when André Baldet received an illuminated certificate from the Isle of Man Scooter Association. It will be recalled that in August Baldet, with Dennis Christian as co-rider of a 145 c.c. Vespa Gran Sport, completed 100 consecutive laps of the T.T. Mountain course—3,775 miles in 99h 41m 8s. The certificate was executed by the Manx artist John Nicholson and was presented on the L.O.M. Stand by the popular B.B.C. commentator, Raymond Baxter.

MIKE HAILWOOD was again to the fore on Wednesday when he received A.C.U. Road-racing Stars for the 350, 250 and 125 c.c. solo classes from Slazengers' chairman, Mr. Michael McMasters. The 500 c.c. Star went to Tony Godfrey and the Sidecar Star to Pip Harris, who was accompanied by his passenger, Roy Campbell. Presented also was the impressive Slazenger Trophy won at Brands Hatch by Derek Minter. Almost every big name in British road racing was in the crowd applauding the winners.

A.C.U. secretary Sam Huggett thanked Slazengers for their generous encouragement of racing and hoped they would continue their support in future. Mr. McMasters said that he would be delighted to sponsor the Stars contest next year.

F.I.M. DIPLOMAS for winning world's championships in the 500 and 350 c.c. classes were presented to John Surtees at the A.C.U. banquet on November 14 (reported in last week's issue). An informal follow-up was the gift of a portable radio to John from Mr. V. Martin-Jones, managing director of Lodge whose plugs were used in the MV Agustas. The presentation was on the Lodge Stand on Wednesday.

## Social

SUCH a galaxy of past and present riding talent as assembles each year for the luncheon of the T.T. Riders' Association is rarely matched on any other occasion. Those at the Connaught Rooms in London on Monday of Show week were as notable as any of their predecessors. Among a total of nearly 200 members and guests were 16 T.T. winners with 43 victories between them; they included H. Ren Fowler, first in the twin-cylinder class on a Norton in the first year of the series and John Surtees, double winner this year on MV Agusta fours. Mike Hawthorn, world's car racing champion, was a guest of honour.

After the usual session of nostalgic reminiscences and a first-class meal came the speeches—pleasantly brief but highly entertaining. In proposing a toast to the guests, Graham Walker was in top form—amusing and almost scintillating. Replying, Surtees was quiet and shy while Hawthorn rocked the house with an anecdote in Yorkshire dialect. Nobody was wittier than the patron, Lord Essendon (better known as Brian Lewis, the racing motorist) and finally the inimitable Jimmy Simpson matched Graham Walker's opening gambit as he matched his riding prowess a quarter of a century ago.

REPRESENTATIVES from Austria, Belgium, France, Spain, Switzerland and the U.S.A., with prominent members of the British industry, attended the Manufacturers' Association luncheon on Tuesday for those attending the conference of the *Bureau Permanent* (the international organization of manufacturers). They were welcomed by the Association's president, Mr. T. J. Boulstridge, to the "brightest and most interesting Show ever staged." He added the encouraging comment that one of the functions of the *Bureau* was to promote and protect the interests of riders of their products and to see that their requirements were not overshadowed by those of larger and more powerful organizations.

News gleaned included confirmation that following the two-year pattern for shows, motor-cycle exhibitions in 1959 would be confined to Amsterdam and Milan.

THE INTERNATIONAL flavour was even more in evidence on Tuesday evening when Triumphs held a banquet to overseas distributors at the Dorchester. The scene was set by a plinth-mounted, flag-decked Speed Twin with the announcement: "Triumph Exports to 146 Markets." Guests came from as far afield as Burma, Ceylon, South Africa, U.S.A., Canada and Scandinavia and were welcomed in a toast by the Triumph export manager, Mr. A. J. Mathieu. In replying,

Mr. R. B. Parke, economic secretary, U.S. Embassy, raised a laugh by saying that Triumph motor cycles "were pretty good gadgets."

In a speech remarkable for the excellence of its delivery in English and its sincerity was the toast to the company by Mr. E. Eriksson, president of the manufacturers' association in Holland, to which Mr. Edward Turner responded. He said that 1957 was the best year in the history of Triumphs and it was likely that 1958 would be very good indeed. Although scooterers were claiming a lot of attention—and he, personally, was interested in the success of the Triumph and B.S.A. scooter—he was not in the least perturbed about the future of British high-class motor cycles.

GLAMOUR was on parade at the Lyceum Ballroom on Wednesday when 20-year-old Joyce Littler of Liverpool was chosen Miss Lambretta 1958. She won the title in competition with 18 other finalists from regional contests and was selected by a panel which included John Surtees and the cycling champion, Reg Harris. Apart from the challenge cup and the 100 guineas first prize, Miss Littler won a Lambretta Li 125 which she promises to learn to ride; as an enthusiastic cyclist, she should find it easy. Second was Elizabeth French (Soho) and third, Jacqueline Paterson (Leicester).

About 1,200 guests attended, among them nearly 800 Lambretta dealers. Mr. A. J. Agg, chairman of Lambretta Concessionaires, welcomed everyone and, with Mr. P. J. Agg, director, presented prizes in the dealer window competition (first, a cheque for £500, was to Carbery Engineering Co., Southbourne, Bournemouth) and in the champion salesman competition (winner—£200—was R. Holdcroft of Openshaw, Manchester).

The day before, Mr. Peter Agg had been made a Knight of the Order of Merit of the Republic of Italy. The honour was conferred by the Italian Ambassador in Great Britain, Count Vittorio Zoppi.

"I WAS CONVICTED of driving at a speed dangerous to the public and fined 5s." The speed? 16 m.p.h.! Year? 1902. This was but one of many reminiscences at the

annual dinner of the Association of Pioneer Motor Cyclists at the Clarendon Restaurant, Hammersmith, on Thursday. Chairman was Graham Walker, the retiring president.

Harold Karslake installed the new president, Hugh Gibson, who, it may be recalled, rode in the Raleigh team many, many years ago. Ernest Bass, secretary, reminded members that companion membership of the Association was open to all who held a driving licence before 1919.

MEMORIES switched to Brooklands in pre-war years when, in proposing the toast to the Press at the B.M.C.R.C. dinner on Thursday, A. Squillario spoke of a "home of our own." As the premier racing club in the world Bemsee, he thought, deserved one. Later on, in the concentrated discussions that always crop up when racing men get together, it was learned that the connections of Bemsee with Silverstone might lead to the building of a clubhouse there in association with the B.R.D.C.

When the president, the Marquis Camden, spoke of club affairs he disclosed that membership exceeded 1,300 and mentioned the success of the less prominent meetings which were not intended to attract the star riders. He hoped there would be two Trophy Day meetings next year when the club would be celebrating its 50th anniversary.

A highly entertaining cabaret was put on by members of the Bohemian Club and excellent prizes went to winners in a well-subscribed raffle. One was a cheque for 10 guineas from Stan Hailwood to be raised to 50 guineas if the winner was a deserving private owner racing man. The lucky ticket holder was Frank Perris who got the bigger cheque.

## Films

YET another first-class feature has been added to the Shell library. It is "North-West 200" which was shown to a large and appreciative audience at Shell Mex House on Wednesday. The photography, in colour, is excellent and the editing so effective that the film captures all the thrills of the 500 c.c. class—Bob McIntyre in the lead until

he refuelled and was overtaken by Jack Brett; Mac in the lead again when Brett refuelled later; Brett winning at the record speed of 98.4 m.p.h. after Mac had retired with engine trouble.

The film runs for 15 minutes. It is available on loan, free, in 16 or 35mm size, from the Shell Mex and B.P. Film Library.

SEVEN FILMS, stage turns by Miss Carole Carr and Cabby Cooper, prize presentations to the programme draw winners and John Coveney of Smiths as compère kept about 2,500 enthusiasts in the Odeon Cinema, Kensington, until nearly 4 a.m. on Sunday. This year's Midnight Matinee, organized by the Streatham Club in aid of the A.C.U. Benevolent Fund, was a greater success than ever. Every seat was occupied and hundreds had to stand at the back of the hall.

Films included three new ones. From Castrol was "Two-Wheel Trio" covering the Cotswold Cups Trial, the I.O.M. Scooter Rally and the Moto-Cross G.P. at Imola, Italy, and "Trial and Error" which highlights some of the common faults in the organization and observing of trials; from Smiths, "1958 Sunbeam Point-to-Point" with some magnificent shots of this year's high-speed race in the East Meon Valley, Hants. The surprise was one of the very old films from *The Motor Cycle Library*; it centred upon events in the 1929 period and aroused a good deal of amusement.

## Talking

SHOWTIME, thought Joe Greer and Eric Thompson, respectively of the Collectors' and Vintage Clubs, was a better time than most to gather a really representative panel for a quiz on old-time motor-cycle matters. Hence, last Friday, a platform lineup brought together Harold Karslake, Tyrell Smith, Rex Mundy, Les Higgins, Titch Allen, H. O. Twitche, Geoff Davison and Harry Louis (editor, *The Motor Cycle*), under the chairmanship of Graham Walker, before an appreciative audience at the Holborn Hall, London.

Introducing some of the earlier-day "giants," Graham Walker remarked that "you may have seen them in Madame Tussauds—but tonight they're breathing!" And so, indeed, was the spirit of the vintage years, although the first question caught the panel somewhat off balance; it concerned an alleged Levis three-valve—and the answer, as confirmed by a yellowed advertisement, related to a radio set at one time produced by the motor-cycle factory!

But the next questioner brought the meeting into vintage technicalities by seeking the panel's views of the pros and cons of dé-saxé engines (in which the cylinder is not set directly above the crankshaft centre line but is slightly offset). Harold Karslake submitted that the intention was to get "a better angle of attack," in that at the moment of firing a leverage was given to the crank throw; and, added Graham Walker, in the days of long, whippy connecting rods it made for less vibration.

Other questioners asked the panel to debate on possible Scott development, had Alford Scott remained with the company, on the identification of a four-valve o.h.v. Douglas, and on the reasons for the downfall of the Bradbury company.

Was any pre-1931 design worth reviving on a commercial basis today? Certainly, said the panel, and quoted the enclosed Ascot-Fullin and the low-built Ner-a-Car; Titch Allen's suggestion was a modern edition of the three-fifty o.h.c. Velocette of 1927—light, speedy and with excellent handling. And when the list of prepared questions was exhausted there were plenty more, put spontaneously by members of the audience, to keep time flying until the chairman accepted for the sixth time, "a final question before we close."

Joyce Littler of Liverpool, elected Miss Lambretta 1958 with (left) Jacqueline Paterson of Leicester, third and (right) Elizabeth French of Soho, second



# Saturday is the Day

British Experts' Trial Again to be Based on Ludlow and Held Over

Exacting, Varied Course in and around the Clee Hills

**S**ATURDAY is E-Day—the day when the Birmingham Club's British Experts' Trial takes place in the Ludlow and Clee Hills areas of Salop. Thirty-seven solos and ten sidecars are taking part, among them the 1957 winners, Gordon Jackson (347 A.J.S.), solo, and Frank Wilkins (497 Ariel), sidecar.

To quote the regulations: "... the course will be of exceptional severity and ... should be entertaining for spectators." Anyone who took part in, or watched, the last trial will agree for, with

the exception of two hills which have been cut out (Cold Weston and Langley Lane), the route is identical with that used in 1957. Long, plonking Strandbrook (16 sub-sections last year), high-speed, muddy Redfurlong, rock-littered Crumpsbrook—and so on, and on and on. Given reasonable weather the number of observed sub-sections to be tackled is close on 90 in two 40-mile laps. If the weather turns sour the route may be cut to a lap and a half or even to one lap on the day. Organizers are the Birmingham Club and the clerk of the course is Bert

Perrigo, famous B.S.A. factory rider for many years and solo winner in 1929 and 1931.

Qualification is as usual. That is to say, to take part a rider (or driver) must have won a premier award or two class awards in any A.C.U. national trial since November 1957 or in the Scottish Six Days', Scottish Experts', Valente, Coronation or Hurst Cup trials. Previous "Experts" winners, and members of the 1958 British Trophy team in the I.S.D.T., also qualify. The first six places in the M.C.U.I. inter-club team championship count for Irish entrants, of whom there are six this year.

The major awards are the Skefco Gold Cup for best solo performance, the Palmer Trophy for the best sidecar and the Feridax Trophy for the sidecar passenger. All finishers receive a memento.

Until you have seen the experts in action, in the "Experts," you have yet to see the art of trials riding as practised by the truly great. Why not come to Ludlow and see the fun next Saturday?

## — THE ENTRY —

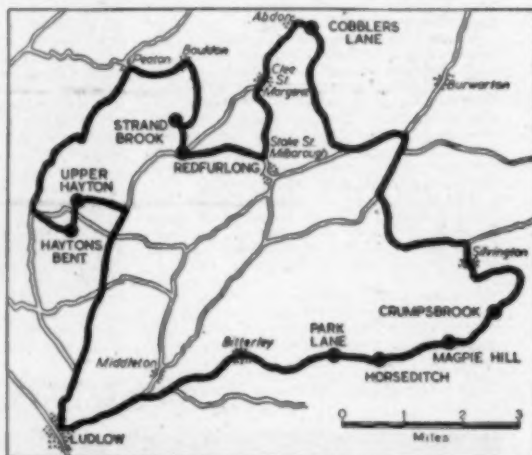
### SOLOS

1. L. A. Ratcliffe (199 Triumph)
2. J. R. Giles (199 Triumph)
3. B. Crawford (497 Ariel)
4. P. T. Surland (346 R. Enfield)
5. D. G. Currie (347 Matchless)
6. W. G. R. Faulkner (249 F. Barnett)
7. B. F. Povey (247 Greeves)
8. R. W. Peacock (497 Ariel)
9. B. W. Martin (348 B.S.A.)
10. J. B. Houghton (249 James)
11. D. G. Andrews (197 Norman)
12. J. A. Widdnam (499 B.S.A.)
13. G. Wheldon (249 James)
14. W. H. Martin (249 James)
15. W. Nicholson (499 R. Enfield)
16. P. N. Brittain (346 R. Enfield)
17. S. R. Wicken (347 Matchless)
18. J. V. Smith (499 B.S.A.)
19. G. O. McLaughlin (347 A.J.S.)
20. T. U. Ellis (499 B.S.A.)
21. W. J. Hutton (347 Matchless)
22. J. M. Simpson (224 Greeves)
23. G. L. Jackson (347 A.J.S.)
24. J. V. Brittain (346 R. Enfield)

25. R. J. Langston (497 Ariel)
26. S. B. Manns (347 A.J.S.)
27. R. Kearney (348 B.S.A.)
28. G. S. Blakeaway (497 Ariel)
29. S. H. Miller (497 Ariel)
30. A. Shutt (249 F. Barnett)
31. W. A. Bell (148 Cotton)
32. M. Ransom (497 Ariel)
33. R. S. Paplow (199 Triumph)
34. B. G. Lamb (497 Ariel)
35. A. J. Lamphun (499 B.S.A.)
36. M. G. Tracey (497 Ariel)
37. E. Adcock (249 Doc)

### SIDECARS

41. K. Robertson (498 A.J.S.)
42. R. T. Williams (497 Ariel)
43. F. M. Carey (346 R. Enfield)
44. A. J. Tibble (497 Ariel)
45. J. S. Oliver (499 B.S.A.)
46. A. Pulman (498 Matchless)
47. P. Wrath (497 Ariel)
48. F. Wilkins (497 Ariel)
49. P. Durrieux (348 B.S.A.)
50. P. W. Roydhouse (490 Norton)



Map showing the route to be followed by "Experts" competitors. Most hills are easily accessible from the road

## Scottish Title

**I**T was necessary to resort to a special test to decide who should win the premier award in Sunday's Plaza Trial organized by the Edinburgh St. George Club. A. D. Smith (348 B.S.A.) was the winner and he put up an admirable show in losing only 32 marks. As it was the decider for the Scottish Trials Championship, the trial attracted no fewer than 99 entries—a record for Scottish events in the past eight years. Unfortunately there were ten non-starters: persistent fog was a deterrent for some who were coming from Ayrshire and the west of Scotland.

Set in the Bathgate Hills area, the 51-mile course provided two laps containing 49 sections. At Bowden Estate, some three miles south of the start from Linlithgow, were 12 sections where Smith lost most of his marks—in all 26 in the two laps—with only six lost elsewhere round the course.

At the start of the event there was every possibility of Jimmy Duncan (497 Ariel) having the championship wrested from him as the opposition was indeed fierce. However, gaining fourth place, although out of the main

awards list, he obtained a total of 63 points with Jackie Adamson (197 Greeves) as runner-up with 55.

**Plaza Trophy.**—A. D. Smith (348 B.S.A.), 50 marks lost; 448 s.e.—A. M. L. McLean (Ariel), 50. 158 s.e.—J. Adamson (197 Greeves), 40. 148 s.e.—A. Forder (B.S.A.), 40. **Hovoe Award.**—B. McLeod (197 Francis-Barnett), 90. **Team Award.**—Perth: Adamson, Smith and J. Pryde (348 B.S.A.), 134. **First-class Award.**—Q. W. Noble (490 Norton), 35; J. Duncan (497 Ariel), 39; R. R. Thomson (197 James), 50; T. C. Kemp (197 Francis-Barnett), 55; J. Pryde (348 B.S.A.), 63; G. Thom (197 James), 52. **Driftin.** (197 D.M.W.) and J. H. Birrell (497 Ariel), 64; J. D. Williamson (497 Ariel), 59; O. Rodge (498 Matchless), H. Combe (197 D.M.W.) and W. J. Smith (347 A.J.S.), 72; J. Buchan (348 B.S.A.), D. C. Birrell (347 Ariel) and J. Little (490 Norton), 75.

## Driver and Stander

**BEARDED Paddy Driver**, just back from a successful campaign in Europe, made a welcome return to South African racing when, on November 15 at the Grand Central circuit, Johannesburg, he broke the 500 c.c. lap record for the 2.1-mile track in 1m 38s, equal to a speed of 77 m.p.h. He thus beat his previous record, set up just before he went overseas, by two seconds. Driver was a comfortable winner in the

500 c.c. scratch race, but was dogged by ill-luck in the three-fifty event and in the all-comers' handicap. On his three-fifty Norton he was well in the lead until the third lap, when his engine seized and he retired.

The all-comers' handicap saw Driver drawing up well from scratch on his 499 c.c. Norton, but his gear box gave trouble.

Johnny Stander with his remarkable Velocette Special was the other outstanding rider of the day. He took the 250 c.c. scratch race by four seconds from Boro Castellani (F.B. Mondial) and came second to Driver in the 500 c.c. race. Castellani had more than his share of bad luck. His machinery was never quite right and he could not even get going in the handicap.

**500 c.c. Race** (10 laps).—1, J. H. Stander (Velocette), 18m 24s; 2, B. P. Castellani (F.B. Mondial); 3, N. R. Carstensen (Puch). **350 c.c. Race** (10 laps).—1, P. L. Zeeman (A.J.S.), 12m 26s; 2, H. Burger (B.S.A.); 3, A. Drake (Norton).

**250 c.c. Race** (10 laps).—1, R. G. Driver (Norton), 17m 22s; 2, Stander (Velocette); 3, W. G. Larnier (Matchless). **Clubmen's Handicap** (5 laps).—1, D. D. Lloyd (247 B.M.W.); 2, A. W. Rynn (494 B.M.W.); 3, B. V. Ludwig (494 B.M.W.).

**All-comers' Handicap** (10 laps).—1, B. T. Dainton (348 A.J.S.); 2, R. Davies (348 Velocette); 3, Carstensen (Puch); 4, T. P. Koch (N.B.U.).

## New Mitcham Vase Winner

Dick Langstone and Bill Slocombe Take Honours in Ravensbury Mud-plug

A NEW name—that of Dick Langstone (346 Royal Enfield)—headed the awards list at the conclusion of last Sunday's national Mitcham Vase Trial. He finished an arduous day some four marks ahead of the runner-up, John Giles (199 Triumph), and in the sidecar class Bill Slocombe (499 B.S.A.) pipped Ken Robertson (498 A.J.S.) by a single mark.

In true "Mitcham Vase" tradition it was a muddy trial which favoured early numbers (Langstone was No. 3) and several of the observed sections deteriorated so badly that they were cut out after less than half the entry had struggled through. In all, there were 110 solos and 20 sidecars.

The trial took place in dull but dry weather at Nutley, Sussex, and the high standard of the Ravensbury Club's organization was much in evidence at the start. Unfortunately, however, the 15-minute break between the last sidecar and the first solo proved insufficient and at the very first section the two classes were intermingled. This first hazard turned out to be one of the most difficult encountered anywhere around the 40-mile course, for it contained a steep bank so slippery that only Harry Rayner (499 B.S.A.) and Brian Martin (249 B.S.A.) were clean. Percy Harden (197 Francis-Barnett) and John Smith (197 Greeves) got away with one dab each.

A few hundred yards farther on, the second section had deep mud as its main ingredient. Alf Tibble (497 Ariel) and Arthur Pulman (498 Matchless)—two of only seven sidecar-men to conquer the first hazard—continued



Taking a greasy mound in his stride, Harry Rayner (499 B.S.A.) rides one of the Railway Wood sections foot up. Rayner will be a member of the Dot team in 1959

unpenalized through this second section but the third obstacle comprised an abrupt ascent from a muddy morass which stopped all the sidecars and was eventually cut out. There remained one more tit-bit in this first area—again with a slippery bank as the stumbling block—and it took a toll of marks from every solo rider save Dick Langstone, Dave Treleven (199 Triumph) and John Giles.

More mud awaited competitors at the first two sections in Railway Wood, but the third hazard there gave a hint of the artificial character which the course was to assume in Rotherfield Wood and Great Wet Wood, which followed in quick succession. More natural obstacles were encountered in the solos-only Bowery Wood, through the final section of which only Bert Thorn (497 Ariel), Brian Butt (197 Francis-Barnett), Sid Wicken (347 Matchless), Ron Langston (497 Ariel) and Cliff Clayton (347 A.J.S.) forced their way unpenalized.

Meanwhile, the sidecars had proceeded

direct to two groups of sections at Junction Hill, near Maresfield, thus drawing well ahead of the solos. Many marks were lost at Junction Hill 2 but the final atrocities in Furness Wood were at once the most difficult and yet most popular in the trial. Mud, gradient and huge rocks were there in profusion, with one hill so steep and slippery that nobody could equal the achievement of Jack Rees (197 James) in reaching the top with just one dab.

**Best Solo.**—R. Langstone (346 Royal Enfield), 56 marks lost. **Best Sidecar.**—W. C. Slocombe (499 B.S.A.), 28. **200 a.e.**—J. R. Giles (Triumph), 58. **150 a.e.**—S. W. Martin (B.S.A.), 47. **100 a.e.**—A. King (Levis), 48. **500 a.e.**—H. H. Rayner (B.S.A.), 44.

**First-class Awards.**—K. O. Robertson (498 A.J.S. sc), 29; J. A. Mason (497 Ariel sc), 33; W. Martin (197 Francis-Barnett), 42; P. O. Harden (197 Francis-Barnett), 45; R. J. Langston (497 Ariel), 49; B. R. Wicken (347 Matchless) and J. Rees (197 James), 52; D. Treleven (199 Triumph) and G. B. Blackway (497 Ariel), 53; P. C. Wilson (346 Royal Enfield), 56; B. Butt (197 Francis-Barnett), 57; W. G. R. Faulkner (224 Francis-Barnett) and C. H. Clayton (347 A.J.S.), 58.

## T.T. Regulations Modified

No Form of Massed Start, But Graded Interval Starting, Based on Previous Performances, for Junior and Senior Races

INCREASED prize money for the T.T. Races, a revised method of starting the Junior and Senior Races and changes to the practising times were among the points discussed at the A.C.U. general-council meeting last Friday. Prize money is to be stepped up from £15 to £35 for riders finishing in 16th, 17th, 18th, 19th and 20th places.

For the Junior and Senior Races a system of graded, interval starting is to be employed. That is to say, riders will be graded according to their past performances, so that the fastest men will start up front and those with less celebrated records farther back. However, because the A.C.U. is unwilling to make what could be an invidious decision, the first five riders will ballot for the No. 1 position. Starting intervals will be 10s as in the past. Group starting, with riders in clumps of nine had been proposed, but abandoned after discussions with Geoff Duke, Mike Hailwood,

Derek Minter and Arthur Wheeler. All were opposed to any form of mass start because of the risk on the Bray Hill descent.

T.T. practising will be less severe on riders next year. For the Junior and Senior Races the sessions on the Mountain lap will take place in the evenings on Saturday May 23 (the first period) and on the following Wednesday, Thursday and Friday. Thus early morning periods on the Mountain course will be confined to three days only—Monday, Tuesday and Saturday, May 25, 26 and 30.

For the Lightweight and Sidecar Races on the Clype course practice will begin on Wednesday May 27. Morning sessions will be held on that day, and on the Thursday and Friday and there will be an evening session on the Saturday. Dates for the T.T. Races are June 1, 3 and 5.

Only a passing reference was made to the inclusion of a Formula 1 race in the T.T. programme as required by the F.I.M. ruling

announced in last week's issue. The capacity, and whether it is to be held over the Mountain course or the Clype circuit, are still to be decided.

Alan Day summarized the position regarding the formation of the National Scooter Association under the aegis of the A.C.U. He said that, despite a natural antagonism from some scooter owners in the early stages, progress today was extremely satisfactory. More clubs were affiliating to the N.S.A. He paid tribute to the motor-cycle technical press for the way in which they had helped the merger.

Other points from the discussions were as follows: permanent circuits are to be granted permanent licences for the first time since the war; venue for the 1959 National Rally (July 18 and 19) will be on the east coast; helmet specification is being revised to include provision for temple protection; the M.C.C. has been granted a dispensation from the 4in rear-tyre section rule in the case of three-wheelers fitted with larger-section tyres as standard equipment.

A motion by the Midland Centre that the general council or the competitions committee should appoint a court of inquiry into the non-selection of Jeff Smith for the British team in the Moto-Cross des Nations was defeated by 33 votes to 13.

# Earls Court Jottings

Notes and News Gathered by Staffmen During  
their Visits to Stands at the London Show



**D**ID you spot the deliberate mistake on the Perry stand? A Manx Norton engine and gear box with jin-pitch duplex primary drive sprockets were coupled by a single-strand chain. Perrys wanted to test their duplex timing chain to destruction so they had had special engine and clutch sprockets made for their racing Norton and Stan Dibben belted it round M.L.R.A. The chain stood up to the test and did so again when only a single strand was used—on the inboard sprocket teeth. Only when every other sprocket tooth was machined off did the chain begin to jib.

**TOTAL ATTENDANCE** for the seven days was 158,903, over 18,000 more than for the last Show, in 1956, when, owing to labour troubles at Earls Court, the opening was on the Monday and the period was only six days. However, the admission charge was 6d cheaper at 3s. This year's total was average but well below the record of 188,384 in 1949. Highest attendance on any one day last week was Saturday's 44,095.

**WINNER** of the Waddington "Name the Glove" contest was A. H. Gurney, of 3, Park Close, Kingston-upon-Thames, Surrey. "Snugrip" was the name adopted at his suggestion by Waddingtons for their new nylon gauntlet.

**OLD CAMPAIGNERS** among stand attendants were hiding catalogues in tool boxes, panniers and sidecar boots in an attempt to preserve them from the hordes of small boys on collecting expeditions.

**NOT ALL THE MUD** to be found at Earls Court was plastered over honour-winning trials mounts. Raleigh displayed an absolutely filthy moped; it was no I.S.D.T. special, however, and the mire came from M.L.R.A., where the model had undergone exhaustive tests.

**"AN EXPLODED DRAWING—in 3D!"** commented a fascinated onlooker at the Ariel stand. On a turntable, the frame and cycle parts of a Leader two-fifty were arranged in such a way that the machine's construction could not have been made more clear. Full marks for novelty—and ingenuity.

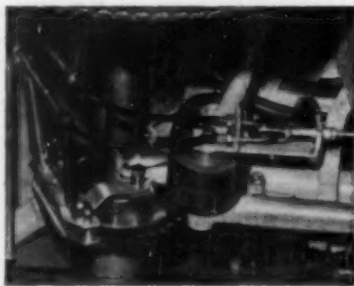
**VESPA** are usually noted for the unusual showtime antics of their scooters. This year was no exception and one of the Vespa displays consisted of a vast ring, mounted vertically, in which a 125 c.c. Standard model

slowly and deliberately looped the loop—5,355 times over the whole Show period, in fact.

**APOLOGETIC MESSAGE** from the publicity agent of a famous light three-wheeler: "Sorry for a typing error in the press release. The b.h.p. should read 9—not 961!" (The engine in question is a 197 c.c. two-stroke.)

**A DEVICE** on the D. Lewis stand caused four bricks to drop simultaneously on to four safety helmets, so demonstrating crown strength. Ingenious—but the machine failed to stand up to the rigours of opening day. The helmets were fine; but two bricks had had it!

**HOW TO CONDUCT AIR** to the cylinder of a facing-forward horizontally disposed scooter engine? Guizzo solve the problem by



*A Monark Monarscoot tricycle moped was turned on its side to obtain this picture of one of its two pedal-operated disc brakes*

incorporating air ducts inside the front mudguard, with slotted outlets at the rear, just ahead of the sparking plug.

**SCHEDULED** for production in the New Year, a development of the standard Raleigh moped was shown at Earls Court. In this version a two-plate friction clutch, operated by handlebar lever is incorporated in the countershaft vee-belt pulley. The number of handlebar controls, however, is unaltered, for the right-hand lever is arranged to apply both front and rear brakes simultaneously.

**"WHAT WOULD** my bank manager say to a request for a loan to purchase a new motor cycle?" was a question put time and time again to officials on the bank stands. The answer invariably was: "He will undoubtedly consider your request but please go and see him—he won't eat you and he knows

whether your financial background merits a loan." There you have it in a nutshell.

**SMITHS**, the speedometer folk, were again troubled by jokers who offered the stand supervisor fourpence and asked for a packet of potato crisps!

**A GLASS-FIBRE** dolphin-type fairing is being developed for the 349 c.c. Dot roadster and will be available shortly.

**SPORTING ENTHUSIASTS** may rest assured that, despite their absence from the stand, Ariel trials and scrambles models are still very much in production.

**DISC BRAKES** at Earls Court! How many of you spotted the ingenious brake fitted to the rear axle of the Monarscoot tricycle moped on the Monark stand? Linkage from the pedals brings two friction pads into contact with a steel disc attached to the live rear axle. A second disc brake is fitted to the right-hand rear wheel.

**OVER 18,000** tuning leaflets were handed out by the Amal stand attendants over the Show period—at a rate of 15 a minute.

**THE TEDDY BOY** sat at the edge of the dais gazing at a Gold Star B.S.A. in Clubman's racing trim. "Well," he said to his friend as he rose to his feet, "I don't think I'll buy one of those for Mum!"

**SNATCH OF CONVERSATION** overheard as a couple walked briskly along one of the main aisles about lunch time midweek: "You've enjoyed yourself have you, Uncle?" "I have, indeed, my dear." Uncle was at least 70 and his niece 50 or so.

**FOR THE PAST** nine years John Atkins has been occupied in drilling holes in clevis pins for the rear brake rods on Douglas Vespas. What's so wonderful about that? Well, John is blind, for one thing. He has been trained to such a high pitch in the use of a vertical drilling machine that his work is as competent as that of any other operator. He was at work during the week on the stand for the Greater London Fund for the Blind.

**MIKE HAILWOOD** handed the Pinhard prize to his father after he had been presented with it by Graham Walker. Hailwood senior wrapped silverware in an old piece of brown paper and headed for the car park. In the dark labyrinth of tunnels en route three policemen stopped him and suggested that he prove his right to possession of the mysterious package. Only the arrival on the scene of a member of *The Motor Cycle* staff prevented Stan being returned to the Show to obtain written permission to carry the prize out into the night!

# Ulster Trial

Much Punishment on Difficult Course Near Belfast

**BENNY CRAWFORD** (497 Ariel) continued his triumphant way in Irish trials on Saturday by winning the Ulster Club's President's Cup Trial run over a course at Wolfhill, Ligoniel, Belfast, in a field of 58 competitors, ten of whom failed to finish. Crawford scored 243 marks out of a possible 320 to improve his position in the Irish championship.

There were four laps with eight observed sections to each; and although a time schedule was set, there was no loss of marks by any rider on time. The most difficult of the sections, the majority of which had mud and boulders as their main hazards, was the fourth: it provided a series of sharp humps which had worsened by the second lap. H. C. Parkinson (499 Royal Enfield) used his power to good advantage but, though he was the best of the bunch, he still lost a heavy slice of possible marks, taking only 16 from it.

At one stage it was thought that Parkinson might oust Crawford from the lead, for he was making a better job of the third section—a muddy decline.

**President's Cup.**—B. Crawford (497 Ariel), 243 marks. **First-class Awards.**—H. C. Parkinson (499 Royal Enfield), 225; D. J. Campbell (497 Ariel), 208; J. B. Lemon (197 James), 201; C. Coard (499 Royal Enfield), 199; D. Kenne (346 Royal Enfield), 186; W. J. Hutton (498 Matchless), 185; N. Greenaway (347 A.J.S.), 185; B. G. Lamb (497 Ariel), 185. **Team Prize.**—Lightweight A: Kenne, J. Minnis (197 Greeves), Crawford, 617.

## Fun for Juniors

BY a margin of seven marks Richard Barker (197 Greeves) won last Sunday's Junior Trial, an event run by the Darlington Club for riders who had not previously won a premier award. Thirty competitors turned out to do battle over four laps of a five-mile circuit on Gandale Moor near Catterick Camp. There was a total of 40 sections.

Only Alan Futers (346 Royal Enfield) and G. C. D. Zissler (197 James) managed to keep their feet up on the second section where the steep, slippery descent and climb out and the adverse-camber stretch in between had the majority in dire bother. The weather was fine until halfway through the trial, when rain helped to send the loss of marks mounting.

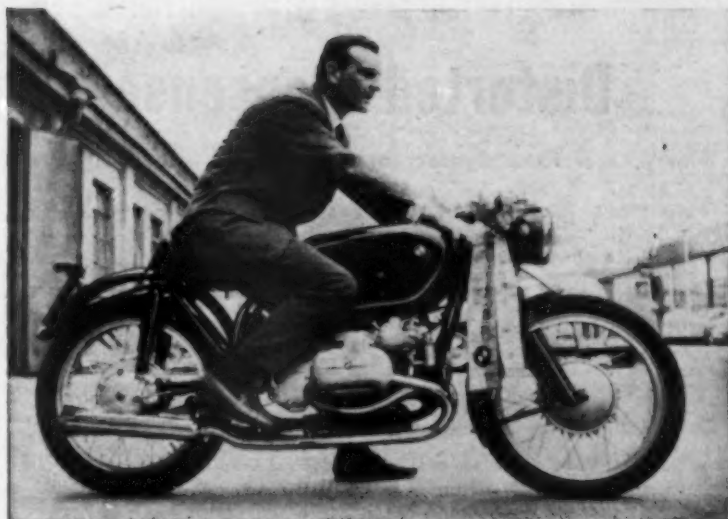
**Best Performance.**—R. J. Barker (197 Greeves), 56 marks lost. **Novice Award.**—A. Smith (197 James), 65.

**First-class Awards.**—C. Sinclair (497 Ariel) and J. W. English (197 James), 41; V. C. Boy (347 A.J.S.), 45; R. A. Futers (346 Royal Enfield), 47; R. Walton (197 James), 50; A. E. Bentley (347 Matchless), 61.

## Mid-Winter G.N.

AN excellent entry of 160 was received by the Southern Sporting Club for its Mid-Winter Grand National, a South-Eastern Centre scramble held at Tunnel Hill, Pirbright, last Sunday. The programme of 13 races was run off with an efficiency which ensured that proceedings were concluded well before dusk and, in spite of a damp morning, there was a considerable crowd of spectators thronging the sandy slopes of Pirbright Common.

The solo stars were Ian Horsell (498 A.J.S.), Ken Heanes (498 Triumph) and Jim Sheehan (497 Ariel), who between them monopolized most of the limelight. Heanes got off to a poor start in the first Senior race and was never higher than third, but in the second Senior event he overhauled Horsell to win the fastest



Present to Walter! To mark the famous Walter Zeller's retirement from racing B.M.W.'s have presented him with this thrilling roadster—a supercharged six-hundred!

race of the day. Joe Johnson had things all his own way on a 197 c.c. Dot in the Lightweight final (he had already won his heat easily) and on a 499 c.c. B.S.A. he finished third behind Horsell and Sheehan in the first Senior race after passing Ken Heanes on the last lap.

**Sidcar Race.**—1. W. A. Turner (497 Ariel); 2. G. T. Clements (497 Ariel); 3. F. E. Woodward (498 Matchless). **First Senior Race.**—1. I. S. Horsell (A.J.S.); 2. J. P. Sheehan (Ariel); 3. J. G. Johnson (B.S.A.).

**Lightweight Race.**—1. J. G. Johnson (Dot); 2. R. Lindup (Greeves); 3. C. J. Sealey (Greeves). **Junior Race.**—1. J. M. Robb (J.M.R.); 2. M. J. Joyce (B.S.A.); 3. D. R. Crittall (Triumph). **Sidcar Handicap.**—1. F. E. Woodward (Matchless); 2. W. A. Turner (Ariel); 3. G. T. Clements (Ariel). **Second Senior Race.**—1. K. Heanes (Triumph); 2. Horsell; 3. Sheehan.

**First Junior Non-Finalists.**—1. D. J. Butler (Matchless); 2. E. B. White (349 B.S.A.); 3. P. Perry (345 B.S.A.). **Second Junior Non-Finalists.**—1. R. Warner (197 Dot); 2. R. O. Randall (498 Matchless); 3. P. G. Hyde (498 A.J.S.).

## Narrow Win

**BEST** performance in the Lincoln Club's Molly Johnson Trial on Sunday was made by K. Barnard (201 Dot) with a loss of as many as 64 marks. The course was in Greetwell Quarry, near Lincoln, and consisted of eight laps, with eight sections to each lap; four laps were completed before lunch and four afterwards. The sections provided a good variety of going including mud, rocks, steep ascents and sharp descents.

**Molly Johnson Cup.**—K. Barnard (201 Dot), 64 marks lost. 150 s.e.—P. P. Henstock (197 Norman), 64. 350 s.e.—R. Germany (A.J.S.), 160. 500 s.e.—W. Kelling (Ariel), 81. **Novice Award.**—P. Fox (197 Greeves), 117. **First-class Awards.**—J. E. Green (197 Francis-Barnett), 66; P. W. Craven (197 Greeves), 73.

## Stirland Supreme

**PETER STIRLAND** (346 Royal Enfield) continued his unbroken string of Southern Centre successes when he won the Newbury Trophy Trial by a margin of no fewer than 35 marks on Sunday. It was a staggering performance on a muddy course which included several of the observed sections featured in the Southern Experts' Trial of four years ago. Some idea of the conditions can be gauged from the fact that the winning team dropped 327 marks! The trial was organized

by the Newbury Club and 55 solos and five sidcars took part. The sidcars were required to cover only one lap but the solos tackled two, with 16 observed sections on Lap 1 and 14 on Lap 2.

**Best Solo.**—P. T. Stirland (346 Royal Enfield), 28 marks lost. **Best Sidcar.**—J. S. Callander (497 Ariel), 65. 250 s.e.—B. W. Fowler (Francis-Barnett), 63. 350 s.e.—P. E. Dent (Royal Enfield), 62. 500 s.e.—M. E. Larkson (Ariel), 83. **Best Novice.**—A. Wheeler (197 Norman), 80. **Best Intermediate.**—M. Wright (197 James), 96. **Team Prize.**—Newbury: Stirland, W. E. Farry (347 Ariel), Wright, 237.

**First-class Awards.**—A. C. Hill (197 Norman), 84; W. E. Clarke (197 Greeves), 87; R. O. Clarke (197 James), 88.

## Yorkshire Grief

**C**ONTINUOUS rain, a course of 55 miles and a total of 56 sections combined to make last Sunday's Hillsboro' Club Trial so tough that only 24 of the 50 starters managed to finish. The time allowed was four hours and only six riders escaped without losing marks on time. Best on observation was young Phillip Beal (197 Dot), but it was Mike Ransom (497 Ariel) who won the premier award, the Charles Simpson Trophy.

**Best Performance.**—M. Ransom (497 Ariel), 63 marks lost. **Runner-up.**—P. C. Beal (197 Dot), 67. **Third.**—R. Joy (497 Ariel), 74. **Fourth.**—D. Skinner (197 Dot), 77. **Fifth.**—L. D. Noble (197 Greeves), 82. **Sixth.**—C. A. Morewood (497 Ariel), 85. **Best Novice.**—J. Wood (497 Ariel), 157. **Best Team.**—Sheffield and Hallamshire A: Ransom, Morewood, Skinner and Noble.

## Wiffen Cup Trial

**TWO** laps of a new course which provided just about every type of going—including the type of mud for which the Eastern Centre is famous—had to be covered by the 115 competitors in Sunday's Wiffen Cup Trial organized by the Barking, East Ham and District Club.

**Wiffen Cup.**—D. Smith (197 Greeves), 3 marks lost. 150 s.e. Cup.—E. W. Reeve (123 B.S.A.), 10. 250 s.e. Cup.—P. Balcombe (A.J.S.), 17. 350 s.e. Cup.—R. Kennard (Norton), 27. **Novice Award.**—R. Key (197 Greeves), 24. **Team Prize.**—Ilford Amateur: E. W. Reeve (123 B.S.A.), P. Balcombe, M. Balcombe, 36.

**First-class Awards.**—R. J. Goodrum (347 A.J.S.) and J. Darby (197 Norman), 16; E. Kennard (197 James), 22; R. Drain (197 Greeves), 25; E. J. Wiffen (249 Francis-Barnett) and M. F. Maula (197 Greeves), 26.

## SPORTS NEWS

# Distorted Nonsense

Flurry Over False Reports on the 1960 Senior T.T. : Dale

May Have Factory B.M.W. : Faster Nortons for Holder ?

LIFE became a bit trying for a few motor-ing correspondents of national dailies last week. Some of them got the facts mixed and wrote that next year's would be the last Senior T.T. There were big flaps in the Isle of Man, in F.I.M. and A.C.U. circles—flaps to have such grotesque mis-reporting corrected. In Paris last February, the C.S.I. decided to abandon the 500 c.c. world's championship class in 1960. *The Motor Cycle* headlined the news on February 18. For some incomprehensible reason the newspapers resurrected the stale news and deduced that there would, in consequence, be no Senior T.T.

In practice the world's championships have little or no influence on the Senior and Junior T.T. Races. They hold their place in public esteem because racing over the Mountain course is the supreme test of man and machine; because the T.T. series is the oldest-established in the world; because the prestige of winning cannot be matched by any other win. In any case, because the T.T. is one of the earliest meetings in each year's championship series—this year it was the first, in fact—no one gives much thought to points earned. It is only towards the end of the season when there may be a close tussle for leadership that the championships arouse interest and, maybe, draw additional spectators.

Smarting under the adverse publicity, the Island authorities denied the newspaper reports and emphasized that there never has been a suggestion that the Senior T.T. would not take place in 1960. The statement included a comment worth repeating: "The Douglas Corporation has completed plans for the construction of a £120,000 Monza-type grandstand to hold 2,000 people as an expression of their confidence in the future of the event."

About the only worry for the I.O.M. authorities and the A.C.U. that genuinely emerged from the F.I.M. congress was the ruling that a Formula 1 race must be included in the programme. This means an additional race next June unless it is decided to drop one of the classics—for example, the 125 or 250 c.c. Lightweight Race.

## Factory Teams

OFFICIAL DOT scrambles team for 1959 comprises Pat Lamper, Don and Derek Rickman and Bill Barugh. Other scramblers may also be supported in certain events. Official Dot riders in trials will be Eric Adcock, Harry Rayner and Malcolm Body.

## N.Z. Scramblers Coming?

NEW ZEALAND scramblers K. Cleghorn and B. Tong will be seen in British and Continental events next season. Aged 21, Cleghorn rides a 498 c.c. A.J.S. and has a formidable reputation in his own country, where he has held most championship titles. His compatriot, Tong, a Dot exponent, has won numerous lightweight events.

## Factory B.M.W. for 1959?

THAT EVER-CHEERFUL road-racing star, Dickie Dale, was breezing around Earls Court in buoyant spirits last week—and no wonder,

for he was planning to exchange London's fogs for Italy's sunshine shortly afterwards. Next season Dale hopes to ride the B.M.W. factory five-hundred which he borrowed at Monza in September to notch a fine fourth place—the first finisher not riding an MV four. The German factory has not made a firm decision yet but if they do release the model Dale will be the rider. He will probably continue to run his N.S.U. Sportmax in the 250 c.c. class but is seeking a three-fifty sponsor. An aspiring entrant could scarcely wish for a more talented and experienced jockey.

## Beevers Carries On

VETERAN BILL BEEVERS is in no doubt about his B.M.W. mount for 1959—he intends to continue with the Rennsport sidecar outfit he used in the latter part of the season just past. Bill likes its broad spread of power for getting away from corners. His only grouse was the left-side gear pedal which caused him to damage second gear. The pedal is now on the starboard side; when you've been riding as long as Bill has it isn't easy to swap the instinctive reactions of your feet. Fifty-three summers rest easily on Bill's tough shoulders. Racers don't come any newer.

## Change of Plans

FOLLOWING the cancellation of John Surtees' trip to South Africa (announced in *The Motor Cycle* last week) comes news that Dave Chadwick also will not be going. He planned an overland trip but has been unable to obtain permission to cross French territory in North Africa. But Chadwick's disappointment is lessened by the possibility of his negotiating a contract with Ducatis or another Italian firm for the 125 and 250 c.c. classes.

Brian Martin in action in the Mitcham Vase Trial (reported on page 737). His machine, a modified 248 c.c. G15 Star B.S.A., performed magnificently—so much so that Martin won the two-fifty cup



Dave rode extraordinarily well on a one-two-five desmodromic Ducati single this year—and the twin of the same size ridden into third place at Monza by Francesco Villa is appreciably faster so that the singles could become obsolete. But of the many engines Ing. Taglioni is experimenting with at Bologna, the most fascinating is a two-fifty four.

## Hailwood Away

WITH Surtees and Chadwick out, Mike Hailwood and Frank Cope (surely our youngest and oldest international racers) will be Britain's sole representatives in South Africa this coming season. There is no truth, incidentally, in the report that Hailwood will ride next year under other than the *Ecurie Sportive* banner sponsored by Stan Hailwood, his father. (The rider to be sponsored by Hallett's of Canterbury next year is Derek Minter.) Mike left by air last Friday afternoon.

## Meier for Four-strokes

HERMANN MEIER is best known for his prowess in getting large power outputs from small two-strokes. He was responsible for the B.S.A. factory one-fifty Bantam scrambles engine a year or two ago and designed the Vale-Oslow conversion kit for Villiers 197 c.c. Mark 9E engines. Now Meier is turning his attention to four-strokes and contemplates some fairly fundamental alterations to the engines of Harold Daniell's Manx Nortons which will again be ridden by John Holder next season.

ONE OF SCOTLAND'S most popular racing men, Ewen Haldane took the plunge last Saturday when he set up as a dealer at 137, Roxburgh Street, Greenock, Renfrewshire. Haldane hopes to carry on racing in spite of his business commitments and looks forward to riding for Reg Dearden again in next year's T.T. Last June he rode Dearden Nortons into eighth place in the Senior and 15th in the Junior.

THE Army Motor Cycling Association has decided not to enter a team in the 1959 International Six Days' Trial in Czechoslovakia and is, therefore, likely to support the Scottish Six Days' Trial instead. The "Scottish" takes place from May 4 to 9. Another spot of Army news is that the Army Championship Trial next year will take place on Saturday, October 3. A new trophy presented by the A.C.U. chairman, Norman Dixon, will go to the best Royal Signals rider.

## Reunion

### Tenth Anniversary of Training Scheme to be Commemorated

AS announced in our columns on October 30, the reunion to mark the tenth anniversary of the first R.A.C.-A.C.U. training scheme test will be held next Wednesday, December 3, at Wandsworth Town Hall, London, S.W.18, starting at 8 p.m. It is being organized by the Wandsworth Club with the assistance of the Wandsworth Borough Accident Prevention Committee.

Many clubs and individuals have already applied for tickets and it is known that groups from the East Acton, Carshalton, Harringay, Harrow, Kingston, Redhill, Sunbeam and Wimbledon clubs will attend. As seating is limited, those who have not already applied should do so immediately to George A. Brine, 214, Beechcroft Road, London, S.W.17.

Among those with particularly strong links with the scheme in its early years who will attend are Arthur B. Bourne, editorial director of *The Motor Cycle*, Harold Taylor and, probably, Graham Walker.

### R.E. Appointment

C. GILBERT SMITH, whose name for over 40 years was linked prominently with Nortons, has joined the board of directors of Royal Enfields following the resignation of John L. Brockhouse. Mr. Smith thus restarts active participation in the industry after a lapse of about nine months.

During his long association with the industry, he was twice president of the Manufacturers' Association, and for over 25 years was a member of its council. He is a member of the Institution of Mechanical Engineers and of the Society of Automotive Engineers of America.

### Important Dates

PROVISIONAL dates for 1959 sporting fixtures were decided at a special meeting at the A.C.U. last Friday. The important meetings up to and including Easter weekend are as follows: January 4, Vic Brittain Trophy Trial and Three Musketeers Trial; 9 and 10, Exeter Trial; 10, St. David's Trial; 17 or 24, Television Team Trial; February 7,

### Highlights

- ★ Vic Willoughby's technical study of current design—Part 2.
- ★ Road impressions of the new B.S.A. C15 Star two-fifty.
- ★ A practical guide to riding gear for motor cyclists and scooterists.
- ★ Full report on the British Experts' Trial.
- ★ A selection of the popular regular features.

### Next Week

Colmore Cup Trial; 15, Ipswich Trial; 21, Victory Cup Trial; 28, Hurst Cup Trial; March 1, Alan Trophy Trial; 7, Cotswold Cups Trial; 14, Kichham Trial; 15, Inter-Centre Team Trial; 21, Bemrose Trial; 22, Pioneer Run; 27, Brands Hatch road races, Hants Grand National, Cheshire Moto-Cross; 27 and 28, Land's End Trial; 29, Hawkstone Park Scramble, Snetterton road races, Beggars' Roast Trial; 30, Cumberland Grand National, Thruxton road races, Lomax Trial, Oulton Park road races, Crystal Palace road races, Red Marley hill-climb.

### T.T. in Sound

IF you have a record player you will soon be able to dispel the gloom of a winter evening by reliving the 1958 Senior T.T. in sound. All you will need is Stanley Schofield's 10in long-playing disc LP 550—the first motor-cycle record in the Sound Stories series.

So uncannily faithful is the sound reproduction that no great effort of imagination is required—just close your eyes for 25 minutes and your environment changes magically to the Isle of Man in June; to the weigh-in, start, finish or any of about ten points around the course. There are brief pre-race chats with Mike Hailwood, Bob Brown, Ray Webster, Geoff Duke, Jack Ahearn, Geoff Tanner and John Surtees. And from the start, Quarter Bridge, Braddan Bridge, Ballacraigne, Kate's Cottage, the fol-

lowing steep drop, Craig-ny-Baa, Hillberry, Governor's Bridge and the finish come the fluctuating crescendo of MV fours, the throaty bellow of Manx Nortons, the snarl of Matchless twins and the purposeful drone of B.M.W.s. Following an interview with Surtees at the end of his triumphant ride is a final recording of the inimitable yowl of his MV four on full song. The commentary is by Graham Walker.

The disc is attractively presented in a two-colour sleeve showing Surtees cornering on his MV, a map of the circuit and the main results. It will be available early in December from Stanley Schofield Productions, Ltd., 6, 7 and 8, Old Bond Street, London, W.1. Price is £1 5s post paid.

ALL enthusiasts in the London area are cordially invited by the Sunbeam Club to attend a talk given by Vic Willoughby at 7.30 p.m. on Friday, December 12, at the R.A.C., Pall Mall (western entrance).

EXPERIMENTS with electrically heated road surfaces are being carried out by the Road Research Laboratory at West Drayton, Middlesex. It is hoped shortly to experiment further on a bridge to be constructed at Slough, Bucks.

WELL-KNOWN figure in the pits at Silverstone, Aintree, the Isle of Man, Cadwell Park and Scarborough—in fact, wherever his son, Peter Davey, was competing—W. J. Davey has died at his home at Sleaford, Lincolnshire. He was 70 and a retired R.A.F. warrant officer.

SIDECAR road racer Fred Hanks is to launch into business on December 6 with premises at 247, Slade Road, Erdington, Birmingham. In addition to normal sales and repair of motor cycles and scooters, he intends to specialize in racing tuning and in the manufacture to order of special trials and racing sidecars.

TO be launched today is the *Corisbrook Castle*, a ship to ply between Southampton and the Isle of Wight, and specially designed to cope with the heavy demand for transporting vehicles. The ship will be commissioned in time for the summer service next year, and will operate between Southampton and both East and West Coasts.

TRAINING SCHEME—Next course for learners organized at the Coventry Road Safety Training School begins on Tuesday, December 16. Full details can be obtained from Mervyn J. Miles, Road Safety Officer, Council House, Coventry.

The Greenich Club will begin another course on Wednesday, December 17 and applications should be sent to F. G. Martin, 2, Mons Road, Peckham, London, S.E.15.

A COMPREHENSIVE and accurate guide to a cross section of the British manufacturing industry is given in the 31st edition of the *F.B.I. Register* now ready. It is published for the Federation of British Industries by Kelly's Directories, Ltd., and Illiffe and Sons, Ltd. Copies may be obtained, price £2 2s including postage, from Dorset House, Stamford Street, London, S.E.1.

WHILE more is being done to modernize Britain's trunk roads than at any time since the war, the problem of London traffic movement has not been resolved and becomes increasingly urgent. To encourage a new approach to the situation, the Roads Campaign Council (15, Dartmouth Street, London, S.W.1) has offered more than £4,000 in prizes for a long-term plan for highway development in the London area.

REGULATIONS are available for the following events: the Darlington Club's regional-restricted Williamson's Nightmare Trial (December 7). Entries close December 3. Secretary is J. M. Bayles, 101, Brinkburn Drive, Darlington. Wolverhampton Club's regional-restricted Vic Brittain Trophy Trial (January 4). Entries close December 20. Secretary is Mrs. W. Jackson, 269, Deans Road, Wolverhampton.

North Hants Club's Southern Scott Scramble (December 14). Entries close December 1. Secretary is W. G. Hall, 7, Hunts Common, Hurley, Wintney, Basingstoke, Hants.

Chester Club's regional-restricted Northern Experts' Trial (December 14). Entries close December 4. Secretary is P. Procter, 14, Marlston Avenue, Lache Park, Chester.



At the opening of the new Perodo Research Laboratories at Chapel-on-le-Frith, Derbyshire, last Friday, His Royal Highness the Duke of Edinburgh watches a speedometer calibration demonstration. With His Royal Highness are A. D. Frood, electronics laboratory, Dr. R. C. Parker, director of research, W. Vernon and Perodo chairman G. S. Sutcliffe

# ★ ★ CLUB NEWS ★ ★

**ALPERTON AND WEMBLEY.**—November 23: Bring-and-buy sale (Swan, 8.30). 30: Kenton and Kingsbury trial (Ace, 30). **A.M.C. Owners** (Bristol).—November 27: Film show (Rising Sun, 7.15). (North London).—November 30: Windsor (Cambridge Hotel, 10). (South Eastern).—November 30: Brighton (Windmill, Clapham Common, 9.30). **Avon Valley.**—December 3: Business meeting (H.Q., 7.30).

**Barnet.**—November 27: Talk (H.Q., 8). **Barley.**—November 27: Film show (H.Q., 8). 30: President's Handicap Trial. **Birmingham 30.**—November 30: Shirley Trial. **Birmingham Napps.** 10. December 2: Film show (New Inn, Yardley, 8); tickets from Michael Martin, 14, Victoria Road, Birmingham, 17. **B.M.W.**—November 27: A.G.M. (H.Q., 8). **British Two-Stroke** (North Western).—November 30: North Wales (Mold cross-roads, noon). **Broughton and Breton.**—November 27: Film show (H.Q., 7.30).

**Central Leeds.**—November 30: Local run (Westgate, 1). **Craven.**—November 28: Dance (St. Thomas's Hall, Sutton, 8.30). 30: Chapel-le-dale (Skipton Town Hall, 9.30). **Croydon.**—November 30: Autumn Cup event (Airport, 10). **Devonport.**—November 28: Twenty questions (H.Q., 8). 30: Gymkhana (Castle Filling Station, 2). **Dintona.**—November 29: Dinner and dance (Griffin Hotel, 6.30). 30: Run (Hampton Court, 2). **Dorking.**—November 28: Dinner and dance (Bridge House, Reigate, 8).

**East Acton.**—December 3: Gazette night (Duke of York, 8). **Eastern Centre.**—Efficiency in administration and excellence of the safety precautions at centre speed meetings were two of the points for which Geoff Oliver (of Muir Beddall) gave praise at the annual dinner and dance on November 15. Indeed, said Mr. Oliver, so prolific was the centre in providing personnel for administrative duties that the very T.T. was virtually an Eastern Centre event! Among the famous present were Allan Jefferies and John Surtees (who presented the awards, including the centre shield won by the Ipswich Club for the seventh time). **Elkham.**—November 30: Popular vote run (Perry Street, 9.30). December 3: Review night.

**Forces.**—At the A.G.M. it was proposed that motor cycle members should be admitted as associates at half the normal annual subscription; the proposal is being considered and an announcement will be made later. Meanwhile, motor cyclists who have had any connection with the Forces are eligible for full membership. The entry fee is 12s and the annual subscription, £1 10s. A new branch has been formed in the Salisbury area; secretary: Lt. Cdr Dan Pullen, 2, Allington Way, Boscombe Down, Amesbury, Wilt. **Ford.**—November 30: London museums (Reg Smith's, 11).

**Glasgow Sporting.**—December 1: Film show (H.Q., 8). **Gloucester and Cotswold.**—December 2: Debate (H.Q., 7.30). **Grove Park.**—November 30: Williams Trial (Green Man, 10). Those interested in forming a scooter section are invited to headquarters (Victory Club, Southend Lane, Bellingham) on Mondays at 8 p.m.

**Harlow New Town.**—November 27: Film show (H.Q., 8). **Harrogate.**—November 30: President's Trial (H.Q., 2). **Ilford.**—December 2: Film show (Dr. Johnson, 8). **Kings Norton.**—November 28: Talk (H.Q., 8).

**L.E. Vets** (London).—November 30: Surrey by-ways (Epsom Clock Tower, 10.30). **Leam Bridge.**—November 29: Dance (Red Lion, Leytonstone, 7.30). 30: Kenton and Kingsbury trial (Ace, 9). **Leatherhead.**—November 30: Run (Epsom Clock Tower, 11). **Levensdon.**—December 1: Club night (Three Horseshoes, 8). **Liverpool Imperial.**—November 30: Run (Tunnel, 10). December 2: Dance (H.Q., 8.30). **London Douglas.**—November 28: A.G.M. (H.Q., 8). 30: Committee run (K.L.G., Putney Vale, 11). **London Scooter.**—November 30: Ayr St. Lawrence (Henly's Corner, 9.30 and Blue Cockatoo, 9.45). **London Touring.**—November 28: Photo competition (H.Q., 8). **Longmoor Auto.**—This club has been formed as part of British Railways Toton Staff Association with headquarters at Moorlands, Curzon Street, Long Eaton, Notts. Secretary: Harry Russell, 24, Welbeck Road, Long Eaton. All motor cyclists, whether employed by British Railways or not, are

welcome to attend club nights at H.Q. on Tuesdays at 7.30. **Louth.**—November 28: A.G.M. (King's Head, 7.30).

**Manchester Ace.**—November 30: Run (Great Bridgewater Street arches, 10.30). December 1: Meeting (H.Q., 7.30). **Manchester Eagle.**—November 30: Castleton (Rising Sun, Hazel Grove, 11). **Manchester Lambretta.**—December 1: Meeting (H.Q., 8). **Manchester Vagabond.**—December 3: Club night (Ladybarn House, 8.30). **Manor.**—November 30: Coast (H.Q., 9). **Metropolitan Police** (South).—November 29: Social and dance (The Warren, Hayes, 8). **Mid-Herts.**—November 27: Film show. **Mohawk.**—November 28: Club night (H.Q., 8). **Mont' Christie.**—November 30: London Airport (Green Man, 11). December 3: Film show (Woodbine, 8).

**Norwood.**—November 30: Kenton and Kingsbury trial (Marble Arch, 10). December 3: Club night (West Norwood Tennis Club, 7.30). **Nottingham Tornado.**—December 3: Club night (Beechdale Hotel).

**Peasenhall Owners.**—November 30: Leith Hill (Lincoln Cafe, 10). **Peasenhall Owners.**—November 30: A.C.U. meeting (Brookdale Hotel, Truro, 3). **Pennine Range.**—November 30: Mystery run. **Peveril.**—November 30: Over 40s' Trial (Arragon Hotel, Santon, 2.30). **Plymouth Touring.**—November 27: A.G.M. (H.Q., 7.30). 30: Ivy-bridge (Laira Embankment, 2).

**Reading All-scooter.**—December 2: Club night (River Club, 8). **Royal Enfield Owners.**—November 30: Biggin Hill scramble (St. Pauls, 9).

**Saints.**—November 27: Club night (St. Andrew's Boys' Club, 8). **St. Albans.**—December 2: Film show (Camp Hotel, 7.30). **Sidcup.**—November 27: A.G.M. (8.15). 29: Social (The Warren). 30: Working party (Perry Street lights, 9.40 and scrambles course, 10). **Slough.**—November 27: Meeting (41, Albert Street, 8). **Somerton.**—December 2: Meeting (Red Lion, 8). **South Liverpool.**—November 30: Run (H.Q., 10).

**Southampton.**—November 29: Dance. **Southern Sporting.**—November 29: Dinner and dance (Arosa Rooms, Richmond, 7). 30: Hangover Trial (Denham Service Station, 10). **Southern Triumph Riders.**—November 28: Technical talk show (H.Q., 8.30). **Stratford.**—November 30: Williams Cup Trial (Cricketers, 9). **Sunbac.**—November 30: Tidman and Fountain Cups Trial (Warwickshire area, 10.30). **Surrey Sidecar.**—November 30: Marshals' run. December 3:

## THE MOTOR CYCLE, 27 NOVEMBER 1958

Talk by Eric Oliver (Hand in Hand, Box Hill, 8).

**Trade Winds.**—November 30: Cutty Sark (H.Q., 1.45). **Triumph Owners.**—No fewer than 17 branches were represented at the Show Week Social on November 15. There were party games, dancing and a cabaret given by some of the members. S. N. Shilton of Triumphs presented the Meriden Cup for a type of competition to be decided later. (Epping Forest).—December 2: Recognition contest (H.Q., 7.30). (North London).—November 28: Film show (H.Q., 8). 30: Brands Hatch (London Bridge, 10). (North West London).—November 30: Fry up (L.E.F., 10). December 2: Tombola (St. Michael's Institute, Watford, 7.30). (South London).—November 30: Scramble (Three Kings, 10.30). (Wolverhampton).—December 1: Games (H.Q., 8).

**Vagabonds.**—December 1: Club night (Ball's Head, Vincent H.R.D. Owners (Coventry).—November 28: Club night (Phantom Coach). (Derby).—November 27: Club night (Osmaston Park Hotel). (East Midlands).—November 27: Club night (Fox, Baxter Gate). (Mansfield).—November 27: Club night (William IV). (Merseyside and North Wales).—November 28: A.G.M. (Black Horse, Lower Heswall, 8). (Oxford).—November 28: Club night (Queuers, Hornpath). (Scottish).—December 1: Get-together (Scout Hall, Whitburn, 7.30). (South London).—November 28: A.G.M. (T.A. H.Q., Catford). (West London).—December 1: Club night (Ickenham Community Centre). (West Riding).—December 2: Meeting with a view to re-forming the section (Globe Hotel, Upper Town Street, Bramley, Leeds, 8).

**Wandsworth.**—November 27: Moonlight ride (Leather Bottle, 7.45). 28: Film show (H.Q., 7.30). December 3: Anniversary film show (Wandsworth Town Hall, 7.30). **Waterloo.**—December 2: A.G.M. (H.Q., 8). **Watling Association.**—November 30: Chiltern Hills (Queen of the West, 10). **West Essex.**—November 30: Hampton Court (Walhamston Bille, 10). December 1: Film show (H.Q., 8). **West Leeds.**—November 27: Business meeting (H.Q., 8). December 2: West Yorkshire Group meeting (Wellington Hotel, 8). 3: Committee meeting (H.Q., 8). **West London.**—November 27: Committee meeting (H.Q., 8). 30: Scramble (Green Man, 10.30). **West Midlands Amateurs.**—November 29: Dinner and dance (Rest Hotel, Kenton, 7.30). **Weybridge.**—December 2: Club night (H.Q., 8). **Wood Green.**—November 30: Kenton and Kingsbury trial (Alexandra Palace, 10). **Woolwich.**—November 27: Games (H.Q., 8). 30: Commonwealth Museum (Royal Hotel, 1.45). **Worthing Eagle.**—November 27: Film show (H.Q., 8). 30: Afternoon run (Between Downlands Hotel and Upper Brighton Road, A27, 2.30). **Yeo Vale.**—November 27: Committee night (H.Q.). 30: Trial (Portman Arms, 11.45).

THE CLUBMAN

## IMPORTANT EVENTS

**Saturday, November 29.—British Experts' Trial.** Cattle Yard, Ludlow Station, Shropshire, 10 a.m. **Dublin:** Huet Cup Scramble, Aghfarrell, Brittas, 2.30 p.m.

**Sunday, November 30.—Wiltshire:** National Knut Trophy Trial, R.A.F. Radley, Box Site, just off A45 mile on the Bath side of Pickwick, 10 a.m. **Durham:** Trial, Blakey Ridge, 10.30 a.m. **Limerick:** Winter Trial, Lansdowne Service Station, on the Ennis road, 2.15 p.m. **Dorset:** Jack Dean Trial, Gallow's Hill, on the Wood-Bere Regis road, 11.30 a.m. **Somerset:** Crown Trial, Portman Arms Hotel, East Chinnock, near Yeovil (A30), 12.30 p.m. **Devon:** Ray Harris Trial, New Inn, Muddiford, near Barnstaple, noon. **Northamptonshire:** Novice Trial, Swan Inn, Road, 10.30 a.m. **Middlesex:** November Cup Trial, Full Moon, Cholebury Common, 10.30 a.m. **Kent:** Williams Trial, Bell Inn, Bredhurst, near Gillingham, 10.30 a.m. **Norfolk:** Hall Trophy Trial, The Bell, Denver, near Downham Market (A10), 10.30 a.m. **Cheshire:** Trial, Travellers' Rest, Altrincham, near Tapscott, noon. **Warwickshire:** Autumn Time Trial, Meon Hill Farm, Quinton, near Stratford on Avon, 10 a.m. **Ayrshire:** Trial, Mitchell's Garage, Dalry, 10.30 a.m.

**Saturday, December 6.—Warwickshire:**

National Manville Cup Trial, Red Lion Hotel, Atherstone (A5), 9.30 a.m. **Sunday, December 7.—Kent:** Man of Kent Trial, Stonebridge Inn, Woodchurch, near Tenterden, 10 a.m. **C.S.M.A. Sporting Trial.** Brands Hatch Pavilion, near Fawkham, 10.30 a.m. **Yorkshire:** Williamson's Nightmare Trial, Gandale Moor, near Catterick, 10.30 a.m. **Scramble.** Post Hill, Farnley, near Leeds, 10 p.m. **Somerset:** Hookway Trial, Rooms House, Exebridge, 1 p.m. **Barton Trial.** Mendip Service Station, Gurney Slade (A37), 10.30 a.m. **Essex:** Trial, Oakdene Café, Swann Street, Sible Hedingham, 11 a.m. **Hertfordshire:** Novice Trial, Benman's Garage, High Cross, near Ware (A10), 10.30 a.m. **Traders' Trophy Trial.** Green Man, Great Office, on the Luton-Hitchin road (A505), 10.30 a.m. **Dorsetshire:** Trial, Dove Head Garage, four miles from Buxton on the Buxton-Leek road, 11 a.m. **Shropshire:** Midland Centre Group Trial, Longville Hotel, Longville, near Much Wenlock, 10 a.m. **Derbyshire:** Priory Trial, Lyncombe Farm, on the Piddletrenthide-Cheselbourne road near Dorchester, 11 a.m. **Monmouthshire:** Saunders Trial, Park Gates Garage, Pontypool, 11 a.m. **Nottinghamshire:** Houghton Trial, Burnt Stump Hill, seven miles from Nottingham on the Mansfield road, 11 a.m.

27 NOVEMBER 1958

THE MOTOR CYCLE

4

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**MARBLE ARCH MOTOR SUPPLIES, Ltd.**, Camberwell Green.—Royal Enfield post-war spares and ex-W.D. models; rapid C.O.D.—Rodney 2181. [C086/R]

**CLAUDE RYE, Ltd.**—Large stocks of spares for post-war and ex-W.D. models; list free of Model C.—505-521, Fulham Rd., S.W.6. Renown 6174. [61106/R]

**CLAUDE RYE, Ltd.**, Enfield specialist, comprehensive range; immediate c.o.d.—555-521, Fulham Rd., London, S.W.6. Renown 6174. [61106/R]

**KAT'S OF EALING, Ltd.**, Royal Enfield spare parts stockists; quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.3. Eal. 2387. [61075/R]

**YOUNG'S**—1,000,000 spares stocked; all models 1940/56; prompt despatch; special price lists 125/WDRE: 350/WDG and 350/WDGO, free—30/52, Tooting Bee Rd., London, S.W.17. Tel. 7791. [61134/R]

## RUDGE SPARE PARTS

**RUDGE** Spares Service now controlled by Godfrey's. Order parts for all models from 208, St. Fortland St., W.1. Eus. 4632. [61056/R]

## SCOTT

**SCOTT** pre-war T.T. rep., reg. 1941, power plus on-gas, kickstart, needs attention, £28.—White, 7a, Tewkesbury Rd., Cheltenham, Glos. [0884]





## TRIUMPH WANTED

**G** **GEORGE CLARKE** pay most for Triumph.—278, Brixton Hill, S.W.2. Tulse Hill 3211. (W1019)

**R** **ROWLAND SMITH'S**, the Triumph buyers.—Hamstead High St., London, N.W.3. Ham. 6041. (W1114/R)

**P** **PANKHURST OF HAMMERSMITH**.

**U** **RGENTLY** required good used Triumph, send particulars and price, buyer will call, best prices paid.—514/516, King street, Hammersmith. Riv. 1401. (W1138)

**T** **RIUMPHS** wanted for cash, 1954-5.

**F** **REDDIE WILLIAMS**, 422, High Rd., Wembley, Middx. Wembley 5458. (0403)

**S** **MITHS'** 86, Chair Farm Rd., N.W.1. Want Triumphs.—Gul 2057. (0070/R)

**P** **PRIDE & CLARKE**—largest demand, highest prices.—150, Stockwell Rd., S.W.9. Tel. Brixton 6251. (W1090/R)

**L** **ATE**, low mileage, clean Triumph T100 or T110, wanted for cash, h.p. accounts settled.—480, Barking Rd., Plaistow, E.15. Alb. 1180. (8044)

**C** **LAUDE RYE** urgently require all models; get our price, first; h.p. accounts settled; we pay carriage.—695-921, Fulham Rd., S.W.6. Ren. 6174. (W1105/R)

**G** **LANFIELD LAWRENCE OF PINCHLEY** require late Triumph solos and combinations for cash or part exchange for motor cycles, 2-wheelers or cars; existing h.p. accounts settled.—407/419, High Rd., Finchley, N.12. Tel. Fin. 0091/5. (W1044/R)

## TRIUMPH SPARE PARTS

**H** **ARVEY'S**, 100% spares stockists.

**H** **ARVEY'S** stock Triumph spares down to the last nut and bolt; also Lucas, Amal, BTH, etc.; spares by return c.o.d.; specialised repair service for Triumph only.—47, South Lambeth Rd., S.W.9. Rel. 6661. (0114/R)

**H** & **L** **MOTORS, Ltd.**, offer:—

**21** years of Triumph service.

**24** "If it's listed we stock it." Spare and exchange units for all models 1957 to 1958. 1-hour c.o.d. postal service.

**Q** **UOTATIONS** and free lists with pleasure.

**H** & **L** **MOTORS, Ltd.**, Stroud, Glos. Stroud 1279-4-5. (01495/R)

**H** **ARWOODS OF RICHMOND, Ltd.**—100% Triumph spares stockists; 1/2 min. Str.—Ric. 2045. (81060/R)

**G** **LANFIELD LAWRENCE**, Triumph spares stockists.—407, High Rd., N. Finchley, N.12. Fin. 0091. (81044/R)

**W** **HITTES OF ACTON**—All Triumph, Lucas, Amal spares.—255, Acton Vale, London, W.3. She. 6785. (81128/R)

**S** **A. COLES** for largest stocks post-war Triumph spares, c.o.d.—364, High Rd., E.10. Lev. 9711. (81017/R)

**J** **IM ALVES** for 100% spares service, parts, by return, c.o.d.—97, High St., Street, Som. Tel. Street 335. (0251/R)

**B** **ILLY BRIGGS**—Lancashire's largest stockists.—By return c.o.d.—319, Chapel St., Salford. S. 1354. (0450/R)

**C** **LAUDE RYE, Ltd.**, Triumph specialists.—Comprehensive range, c.o.d.—695-921, Fulham Rd., S.W.6. Renown 6174. (81105/R)

**C** **LAUDE RYE, Ltd.**—Large stocks of spares, including ex-W.D. models.—695-921, Fulham Rd., S.W.6. Renown 6174. (81105/R)

**H** **OE STREET GARAGE, Ltd.**—Triumph, B.T.H. & U. spares, c.o.d.—414, Hoe St., W.10. W.10. 1719. Tel. Cop 1719. (02678)

**E** **LEANOR MOTORS**—Triumph spares, trade supplied, quotation cash or c.o.d. by return.—365-9, Mare St., Hackney, E.8. Amherst 5134/3923. (0516)

**G** **ATENHOUSE MOTORS, Ltd.**—100% Triumph spares stockists; c.o.d.; immediate attention.—196, Archway Rd., Highgate, N.4. Fitzroy 1666. (81055/R)

**F** **REEMAN, Ltd.**—100% Triumph spares stockists; c.o.d.; immediate delivery.—34, Hammersmith Bridge Rd., W.6. Tel. Riverside 2267. (0564/R)

**P** **ULLINS MOTOR CYCLES**—Largest Triumph spares stockists, c.o.d. service, open Sundays, 9 to 12.—84, Lordship Lane, S.E.22. For. 2314. (0512/R)

**M** **OODRES OF TOTTENHAM** for genuine Triumph spares; over the counter or c.o.d.—Tel. Tottenham 2440. (0157/R)

**K** **AYS OF EALING, Ltd.**, Triumph spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. (81075/R)

**L** **IGHTFOOT MOTOR CYCLES** for Triumph spares and repairs; exchange parts service; s.a.e. list.—163 High St., Putney Bar, Middlesex. Putney Bar 5129. (81134/R)

**P** **UTNEY AUTOS**—Genuine spares for post-war models.—24hr c.o.d. service; tremendous range in stock.—343, Putney Bridge Rd., S.W.15. Putney 5397. (81134/R)

**E** **LITE MOTORS (TOOTING), Ltd.**, 951-961, Garrair Lane, Tooting Broadway, S.W.17. Balham 1000. Vast range of Triumph spares. Call or send c.o.d. (81106/R)

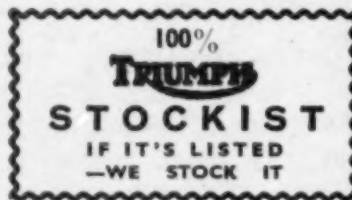


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The lane to the river had a surface of wet clay—and Dave took it a fraction too fast. His rod was safe, thank goodness—but how soon would the bike go again?

The H & L Repair Scheme puts your machine back on the road in the shortest possible time. If you wish, we can arrange collection (even from Fisherman's Bend!), do all the paper work about insurance claims, etc., and deliver the bike with repairs which are guaranteed.

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## TRIUMPH SPARE PARTS

**B** **RACKPOOLS**—Triumph spares from stock; prompt c.o.d. service from London's largest stockists.—Tel. For. 2585. Call or write 228, Stanstead Rd., Forest Hill, S.E.23. (0502/R)

**G** **ODFREYS, Ltd.**, Triumph spares specialists; c.o.d.—228-254, London Rd., Croydon, Cro. 3641. 208, Great Portland St., W.1. Eus. 4632-4; and 419, Romford Rd., Forest Gate, E.7. Gra. 1234-5; 220, Barking Rd., East Ham, Gra. 8088. (81052/R)

## VELOCETTE

**V** **ELOCETTE, Ltd.**, Hall Green Works, York Rd., Hall Green, Birmingham, 28. Tel. Springfield 1145. (0170/R)

**L** **STEVENSON, Ltd.**, offer:

**£99** 10.—1956 L.E. one owner, really nice.

**£97** 10.—Choice of two 1953 MACs, both with Avon fairing.

**£89** 10.—1955 L.E. quiet.

**£69** 10.—1953 L.E. virtually new engine, a bargain.

**£19** 10.—1957 MAC, good runner, ideal for learner.

**H** **P.** terms, exchanges.

**L** **STEVENSON, Ltd.**, 147, Goldhawk Rd., Shepherd's Bush, London, W.12. Tel. Shepherd's Bush 1154. (C1151)

## SPORTSMO OF SOUTHALE

**1957** Venom, 6,000 miles only; £178.

**70**—73, The Green, Southall. Southall 6229. (C1062)

## ROWLAND SMITH'S for Velocette.

**A** **LL** models supplied.

**F** **REE** tax and insurance with second-hand motor cycles.

**39** **ans**—Velocette 1946 350cc ohv. dual seat, very good condition; terms, exchanges, list; open 3-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1114)

**G** **ODFREYS, Ltd.**, all models, all depots; see display advertisement. (C1052/R)

**H** **UMPHREYS**—Velocette sales, spares and service; new machines in stock for immediate delivery.

**H** **UMPHREYS, Ltd.**, 122, Hampstead Rd., N.W.1 (continuation Tottenham Court Rd.). Euston 3526. Close Thursday 1 p.m. (C1038/R)

**P** **INKS OF HARROW** for your new Velocette; immediate delivery; Venom, Valiant and L.E.; generous exchanges; easiest terms.

**P** **INKS OF HARROW** for used Velocettes; first-class machines, thoroughly works-checked; 3 months' guarantee.—Station Rd., Harrow, Tel. 044. (C1099)

**L** **ITTLEJOHN'S**, main dealer, machines, spares; terms, exchanges.—2, Ruislip Rd., Greenford. Wuxlow 3255. (0528)

**A** **H. TOOLEY**, Velocette specialists, Station Garage, Lee, S.E.12 (opposite Lee Station). Tel. Lee Green 2574. (0040/R)

**W** **HITBYE**—Velocette enthusiasts; new and second-hand.—273, Acton Vale, London, W.3. Shep. Wash 5355. (C1128/R)

**S** **LOCUMBS OF NEARDEN!!!** for your new Velocette; terms and exchanges.—235-271, Nearden Lane, N.W.10. Gladstone 3555 (8 lines). (C1115)

**C** **OMERFORDS** for Velocette; all models in stock for immediate delivery; 1,000 machines in stock.—Portsmouth Rd., Thames Ditton, Emb. 5531. (C1006)

**R** **APID MOTORS** for all models and spares.—269, Haydon Rd., Wimbledon, Cherrywood 3202; and 70, Godstone Rd., Whyteleafe, Surrey, Uplande 0895. (C1162/R)

## VELOCETTE WANTED

**R** **OWLAND SMITH'S**, the Velocette buyers.—Hamstead High St., London, N.W.3. Ham. 6041. (W1114/R)

**L** **ATE** L.E.s urgently required for cash.—Geoff Dodkin, Prospect 8779. (W1009)

## VELOCETTE SPARE PARTS

**A** **ROCHERS**, the Velo Pelos, for spares and service.—Victoria Rd., Aldershot. Tel. 323. (0267/R)

**H** **UMPHREYS** for LE spares and service; c.o.d.—122, Hampstead Rd., N.W.1. Euston 6536. Close Thursday 1 p.m. (81058/R)

**C** **O.D.** 24 hours' service, huge stocks of spares, all models.—Rapids, 250-269, Haydon Rd., Wimbledon, S.W.19. Cherrywood 3202-3. (81162/R)

**O** **'NEILL BROS., Ltd.**—Large stocks of spares, also B.T.H., Miller, Amal, full postal service; trade supplied.—The Broadway, N.W.9. Hendon 9639. (81179)

**G** **ODFREYS, Ltd.**, Velocette spares stockists; c.o.d.—228-254, London Rd., Croydon, Cro. 3641. And 230, Barking Rd., E.6. Gra. 8088. (81052/R)

**K** **AYS OF EALING, Ltd.**, Velocette spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. (81075/R)

**P** **REMIER**—Largest Velocette spares stock in the country, all models; 34-hour c.o.d. service.—Premier Motor Co., Aston Rd., B'ham, 6. Aston Cross 4251. (81100/R)



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## VINCENT

**CM CONWAY MOTORS.** Britain's Vincent specialists.

**CONWAY MOTORS.** largest stock of good used Vincents in the country, serviced by works trained mechanics.

**1957** (registered) Vincent Black Shadow D, Avon fairing, Craven panniers, air filter, one careful owner, in showroom condition: £289.

**1954** Vincent Black Shadow C, beautifully kept machine: £229.

**1951** Vincent Rapide C with Blacknell d/s 2-seater s/c, Avon fairing, legshields, etc.: £189.

**1954** Vincent Comet C, panniers tank colour, smart machine: £159.

**1949** Vincent Rapide B with 1951 Steib sports a/c: £155.

**1956** Vincent Rapide C, choice of 2: from £139.

**1949** Vincent Rapide C; also a 1948; from £99.

**H.P.** terms and exchanges welcomed.

**CONWAY MOTORS.** 301-309, Goldhawk Rd., Shepherd's Bush, W.12. Tel. (Sales) Riverside 4872. [C1021]

**HUMPHREYS** for Vincent spares and service: selection of used Vincents usually in stock.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 3326. Close Thursday 1 p.m. [C1058/R]

## VINCENT WANTED

**ROWLAND SMITH'S,** the Vincent buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

**VINCENTS.** Vincents. Vincents.

**WE** want to buy Vincents!! Bring them to:—

**UNITY MOTORCYCLES.** 1-3, Fulham High St., S.W.6. Renown 5755. [C156/R]

**GEORGE CLARKE** pay most for Vincent.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

**HUMPHREYS, Ltd.** require post-war Vincents for cash.—122, Hampstead Rd., N.W.1. Euston 3326. Close Thursday 1 p.m. [W1058/R]

**POST** Vincents urgently wanted for cash.—Ross Motors, Ltd., Regent St., Hincley, Leics. Tel. Hincley 569. [C0036/R]

**A. E. REYNOLDS, Ltd.** urgently require good clean Vincents, solos and combinations; hire purchase settled.—Berry St., Liverpool. [W1106/R]

**CONWAY MOTORS.**—Good quality used Vincents urgently required for cash; exchanges welcomed; agents for leading makes of motor cycles and cars; before selling your Vincent.—

**DIAL** Riv. 4872-3. 301-309, Goldhawk Rd. W.12. Riverside 4872-3. [W1021/R]

## VINCENT SPARE PARTS

**A. E. REYNOLDS, Ltd.** offer by return, Vincent spares service.—Berry St., Liverpool (Royal 1475). [B1106/R]

**MILLARS MOTORS (MITCHAM), Ltd.**—Vincent spares stockists and distributors.—363-5, London Rd., Mitcham. Tel. Mitcham 0829. [C131/R]

**HUMPHREYS,** Vincent spares stockists and distributors for North London: c.o.d.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 6536. Close Thursday 1 p.m. [B1056/R]

**CONWAY MOTORS** have the largest stock of Vincent post-war spares in the country; immediate attention to all post orders.—Conway Motors, Ltd., 301-309, Goldhawk Rd., W.2. Tel. (Spares), Riverside 5725. [B1021/R]

**ROSS MOTORS, Ltd.**—The Midland Vincent specialists, have the largest stock of Vincent spares in the Midlands; immediate attention to all orders: c.o.d. if desired.—Ross Motors, Ltd., 16, Stockwell Road, Hincley, Leics. Spares: Tel. Hincley 3641. [C142/R]

## VINTAGE MOTOR CYCLES

**MERCURY MOTORS** offer

**£35**—1915 Rover 3½, in excellent condition, hub gears, spare rear wheel with gear.—324, Harrow Rd., Wembley 6058. [C1084]

## ZUNDAPP

**CLAUDE RYE.**—Immediate delivery Zundapp 2018: terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [C1105/R]

## ZUNDAPP BELLA

**GOODFREYS, Ltd.** appointed dealers all depots.—See display advertisement. [C1052/R]

**1957** Zundapp Bella model 154, 150cc, self-starter, one owner low mileage, immaculate: £115.

**BANKS,** 62-64, Grand Parade, N.4. Sta. 0367. [C1166]

**GIFFS OF SOUTH HARROW.**—Immediate delivery, part exchange welcome.—368, Northolt Rd., Ry. [C1053/R]

**SLOCUMBS OF NEASDEN!!!** for your new Zundapp Bella: terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [C1115]

**CLAUDE RYE.**—Immediate delivery new Zundapp Bella: choice of colours; terms: highest exchange allowances.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

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TIP-TOP CONDITION**

*This week's small selection:—*

1958 B.S.A., 500 c.c. Shooting Star, s/arm, dualseat, c/bar, enc. chain, 4,139 m.	£229
1957 NORTON, 600 c.c. Dominator 99, s/arm, frame, d/seat, Rodark panns, 1,852 miles only, never used in trials, spotless	£212
1956 D.O.T., 197 c.c. Competition, 2,862 miles only, never used in trials, spotless	£109
1956 TRIUMPH, 500 c.c. Speed Twin, swinging arm, d/seat, one owner...	£168
1958 B.S.A., 650 c.c. Golden Flash, s/arm, Avon fairing, enc. chain, 3,829 miles	£224
1957 B.S.A., 650 c.c. Golden Flash, dualseat, s/arm, N/light, one owner, 4,552 miles	£196
1955 B.S.A., 650 c.c. Golden Flash, panniers, d/seat, s/arm, new rear tyre, beige	£154
1957 ARIEL, 500 c.c. Red Hunter, s/arm, dualseat, Avon fairing, 6,384 miles	£168
1954 B.S.A., 500 c.c. Star Twin, spring frame, dualseat, new tyres	£110
1956 NORTON, 350 c.c. Model 550, swinging arm, d/seat, full width hubs	£148
1956 ARIEL, 350 c.c. Red Hunter, dualseat, swinging arm, 6,068 miles	£146
1956 ROYAL ENFIELD, 350 c.c. Bullet, maroon finish, d/seat, s/arm	£139
1955 ARIEL, 350 c.c. Red Hunter, s/arm, dualseat, windscreen, legshields	£129
1955 TRIUMPH, 150 c.c. Terrier, dualseat, spring frame, legshields, good tyres	£77
1956 TRIUMPH, 200 c.c. Tiger Cub, spring frame, d/seat, rear carrier	£94
1957 B.S.A., 250 c.c. C12, swinging arm, d/seat, s/light, 4 speeds, one owner	£122
1955 B.S.A., 350 c.c. B31, s/arm, dualseat, 1 owner, Avon fairing, new tyre	£126
1957 B.S.A., 150 c.c. Bantam Major, dualseat, s/arm, c/bar, 5,000 miles	£78
1955 TRIUMPH, 650 c.c. T-bird, dualseat, s/arm, new tyre, Q/D wheel	£149

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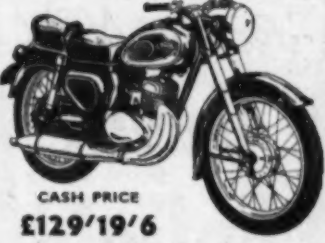
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**BRAND NEW TWIN** 197 c.c. TWIN PISTON TWO-STROKE WITH SELF-STARTER



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**BALANCE PAYABLE UP TO 36 MONTHS**

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**895-921 FULHAM RD. LONDON S.W.6**  
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8.30-6 daily Thurs 1 p.m.

(Nearest station: Putney Bridge. No. 14 bus passes the door.)  
North London Branch: 183-187 High Rd., S. Tottenham, N.15  
STAMFORD HILL 2340. Open 9 a.m.-6.30 p.m. Thurs. 1 p.m.

**WHY PAY FARES?**  
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**CHEAP EFFICIENT TRANSPORT**

Triumph, 1954, 500 c.c. T110, screen, alarm.....	£140 10 0
Watson, 1954, 500 c.c. Model 98 Twin, alarm.....	£100 10 0
B.S.A., 1955, 50 c.c. Winged Wheel, spr. forks.....	£10 10 0
Vespa, 1954, 150 c.c. 2-stroke, 2-speed, 2-stroke Moped.....	£50 10 0
Bell, 1954, 150 c.c. 4 speeds, self starter.....	£130 10 0
James, 1954, 197 c.c. Captain, alarm, dual.....	£80 10 0
Triumph, 1957, 286 c.c. Tiger Cub, alarm, dual.....	£115 10 0
Yappa, 1954, 150 c.c. screen, spr. wheel.....	£80 10 0
Ariel, 1955, 288 c.c. Colt, spr., dual.....	£70 10 0
Excelsior, 1955, 98 c.c. Consort, 2 speeds.....	£30 10 0
Pontiac, 1957, 197 c.c. 4 speeds, alarm, dual.....	£105 10 0
B.S.A., 1955, 150 c.c. Bantam, spr., dual.....	£50 10 0
James, 1955, 150 c.c. Cadet, alarm, 1 owner.....	£65 10 0
Lambretta, 1955, 150 c.c. L.D., pillon, carrier.....	£70 10 0
Lambretta, 1955, 150 c.c. L.D., carrier, spr. wheel.....	£105 10 0
Amal, 1958, 150 c.c. Twin, only 30 miles.....	£100 10 0

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**183-187 HIGH ROAD**  
**S. TOTTENHAM, N.15**

STAMFORD HILL 2340. OPEN 9 a.m.-6.30 p.m. Thurs. 1 p.m.

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D. J. SHEPHERD & Co. (Enfield), Ltd., 434-436, Hertford Rd., Enfield. Tel. Howard 1831, 2683.  
1955 350cc Ariel Red Hunter a/arm; £105.  
1955 125cc B.S.A. Bantam sprnger; £50.  
1949 250cc B.S.A. C11 ohv; £35.  
1956 350cc B.S.A. B31 a/arm; £135.  
1956 (reg. '57) 250cc Excelsior Talla. sports; £60.  
1957 150cc James Cadet; £69.  
1958 250cc James Commodore; £139.  
1951 650cc B.S.A. and Watsonian a/seater a/s (one owner); £150.  
1955 500cc Matchless G9 with 1957 Watsonian March a/c, many extras, immaculate condition; £225. [C1132]

WHEELERS.—1949 B.S.A. 250cc C11 ohv, excellent condition; £45.  
WHEELERS.—1956 Lambretta, completely equipped, excellent machine; £108.  
WHEELERS.—1957 A.J.S. 500cc twin, low mileage, immaculate; £295.  
WHEELERS.—1955 (Sept.) B.S.A. 500cc Gold Flash sprnger, excellent condition; £175.  
WHEELERS for all new machines, sidecars & Bond 5-wheelers; hire purchase terms, one-third on new, one-quarter on second-hand.  
WHEELERS, 45-47-51, Waterloo Rd., Epsom, Tel. 4505. [C1131]

HARRY NASH.—Highest class used bargains, 10% off new 1958 models, most makes; highest exchange prices against 1959 models.  
H.—1957 Huntmaster s/car spec. unused; £225; 1956 Huntmaster, extras, '58 cond.; £165.  
H.—1957 Ariel 350, very careful owner; £137; 1955 Norton Domi 68, fairing, quiet; £139.  
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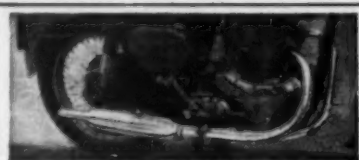
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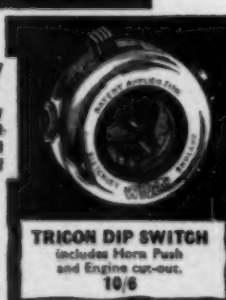
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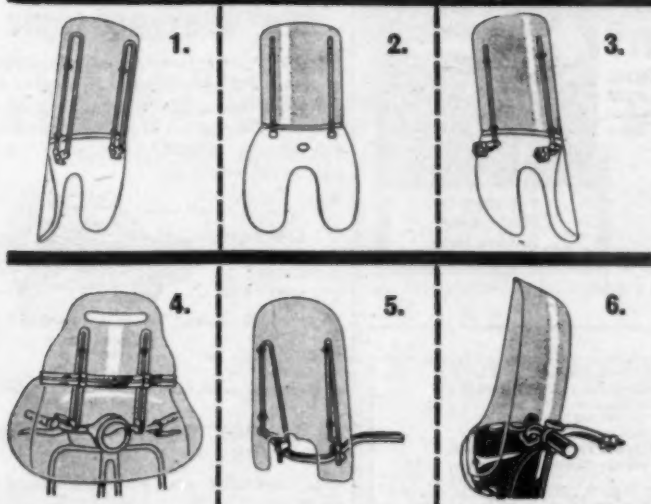
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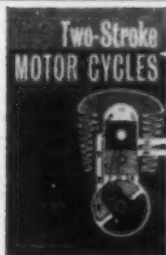
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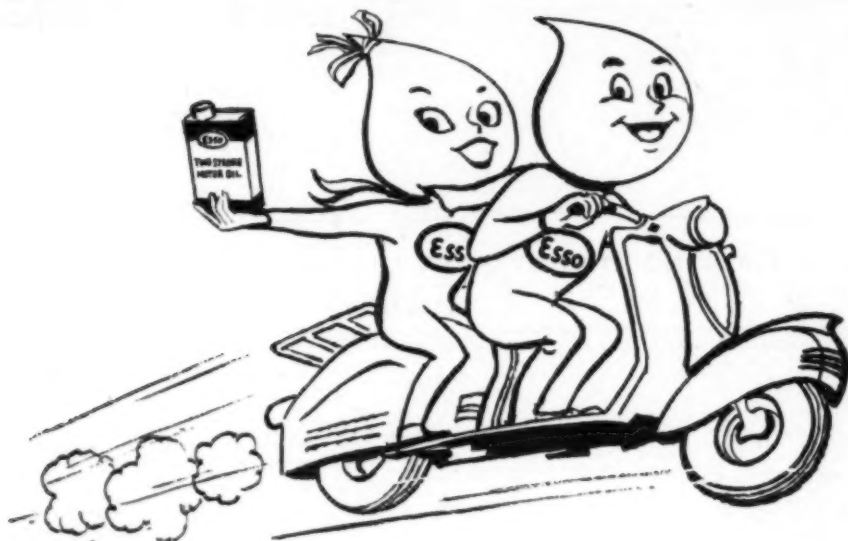
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	PAGE		PAGE		PAGE
Austin, J., & Sons, Ltd. . . . .	35	H. & L. Motors, Ltd. . . . .	19	Pankhurst of Hammersmith . . . . .	35
Avon India Rubber Co., Ltd. . . . .	1	Harrogate Army & Navy Stores . . . . .	32	Pinks of Harrow . . . . .	21
Batley, E., Ltd. . . . .	33	Headquarter & General Supplies, Ltd. . . . .	33	Pride & Clarke, Ltd. 8, 9, 10, 11, 12, 27, 29, 30 & 31	
Blakey, Ken . . . . .	33	Hirst, J. K. . . . .	35	Quadrant Supply Co. . . . .	32
Bradbury, Dan (Motor Cycles), Ltd. . . . .	32	HJS Manufacturing Co. . . . .	5	R.A.F. . . . .	2
Britax (London), Ltd. . . . .	36	Humming Bird Motor Cycles, Ltd. . . . .	37	Renold Chains, Ltd. . . . .	Cover ii
Brown, N. C., & Co., Ltd. . . . .	27	Jordans of Hull . . . . .	25	Rye, Claude, Ltd. . . . .	Cover iii, 24 & 34
Burgess Products, Ltd. . . . .	Cover ii	King's Motors (Oxford), Ltd. . . . .	7	Schrader's, Son, A., Inc. . . . .	5
Camden Motor Cycles . . . . .	23	Leda Surplus Stores . . . . .	35	Speedway of Acton . . . . .	21
Clarke, George Motors, Ltd. . . . .	13, 17 & 18	Lewis, D., Ltd. . . . .	3	Taylor Matterson, Ltd. . . . .	26
Comerfords, Ltd. . . . .	16	Longstaff, E. S., Ltd. . . . .	28	The Motor Cycle . . . . .	36
Continental Tyre Sales . . . . .	33	Mail Bargains, Ltd. . . . .	33	Thomas, A., & Co. . . . .	Cover ii
Craze Bros., Ltd. . . . .	35	Marble Arch Motor Supplies, Ltd. . . . .	6	Tooting Tyre Service, Ltd. . . . .	37
Dawsons Motors . . . . .	33	Matchless Motor Cycles . . . . .	Cover i	Two Strokes, Ltd. . . . .	25
Elite Motors (Tooting), Ltd. . . . .	22	Munday, T. C., & Co., Ltd. . . . .	35	Way, Raymond, Motors, Ltd. . . . .	28
E.S. Motors, Ltd. . . . .	25	Naylor & Root, Ltd. . . . .	15	Whitbys of Acton, Ltd. . . . .	14
Esso Petroleum Co., Ltd. . . . .	Cover iv	Northern Mail Order Co. . . . .	32	Wico-Pacy Sales Corporation 5, 32, 35 & 37	
Fearnley, Fred, Ltd. . . . .	33				
G. A. Tyres . . . . .	37				
Glanfield Lawrence, Ltd. . . . .	4 & 20				
Godfrey's, Ltd. . . . .	4				

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